

Racing History

Volume One Issue One

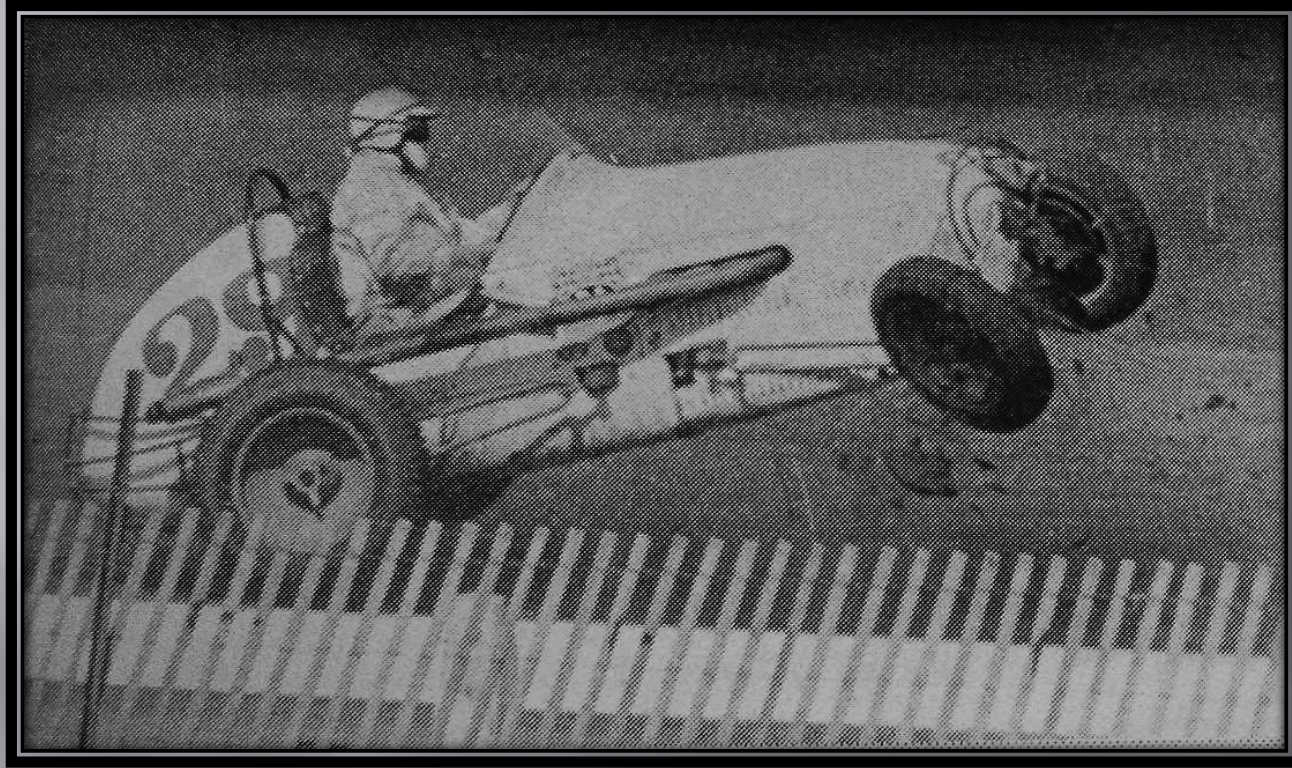




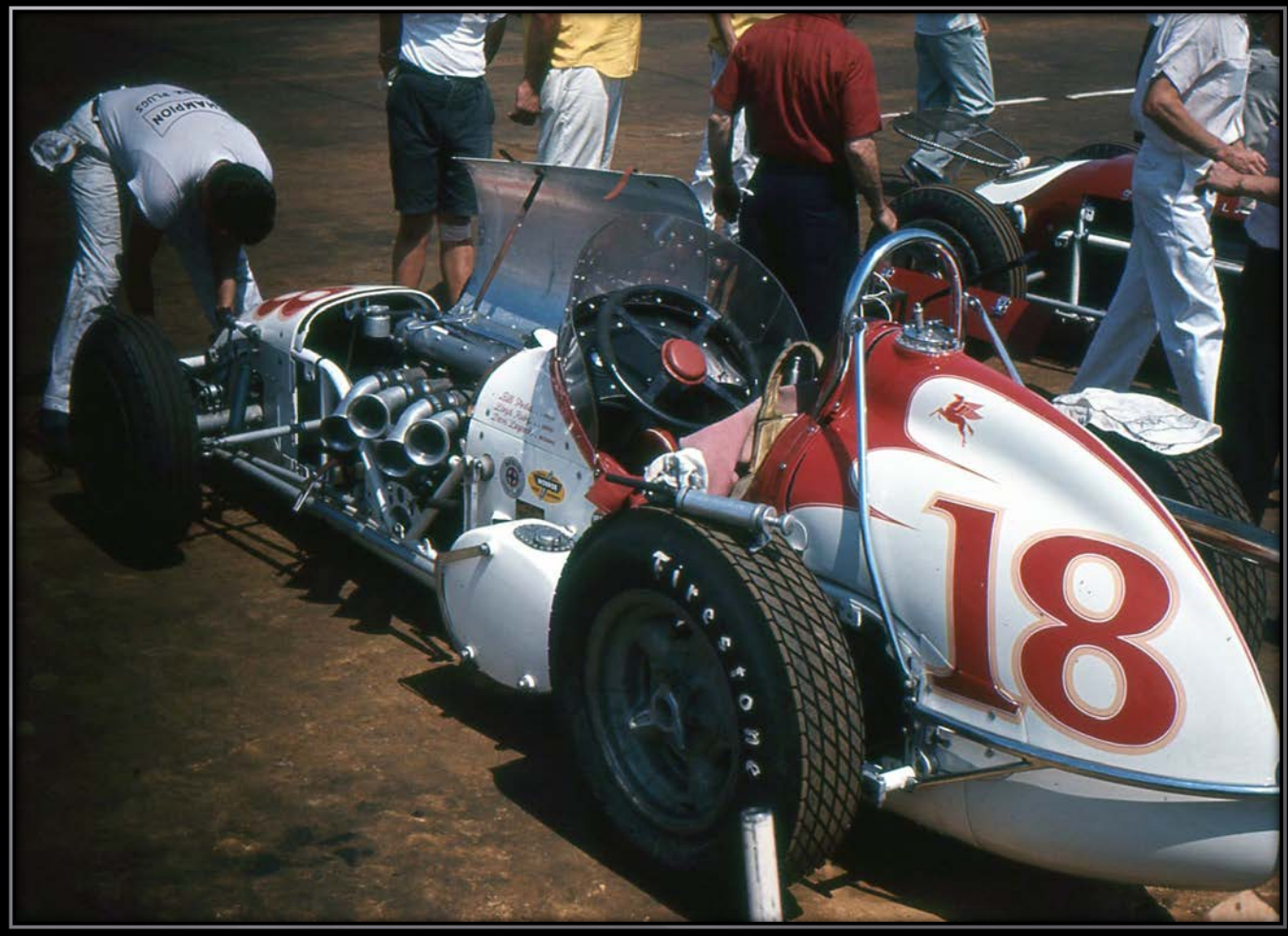
A unique Victory Lane shot, in that Jim Clark is just rolling in before being engulfed by well wishers after his 1965 Indianapolis 500 win. The gentleman in the suit is extending a bottle of milk. The Borg Warner trophy is just arriving on the scene in the back, along with the 500 Queen. Remember when Victory Lane was just a spot of grass at the end of the Pit Lane grandstands? A simpler time.



Al Unser rolls out for practice or qualifying at Milwaukee in 1970. Al had won at Indy in May. He finished 3rd in the Rex Mays Memorial race in June, and won the Tony Bettenhausen 200 in August.



1961 Sonny Helm, backing it in hard. Actually looks like he nosed it into the wall then spun backwards at the Minnesota State Fair from the 1992 IMCA Yearbook



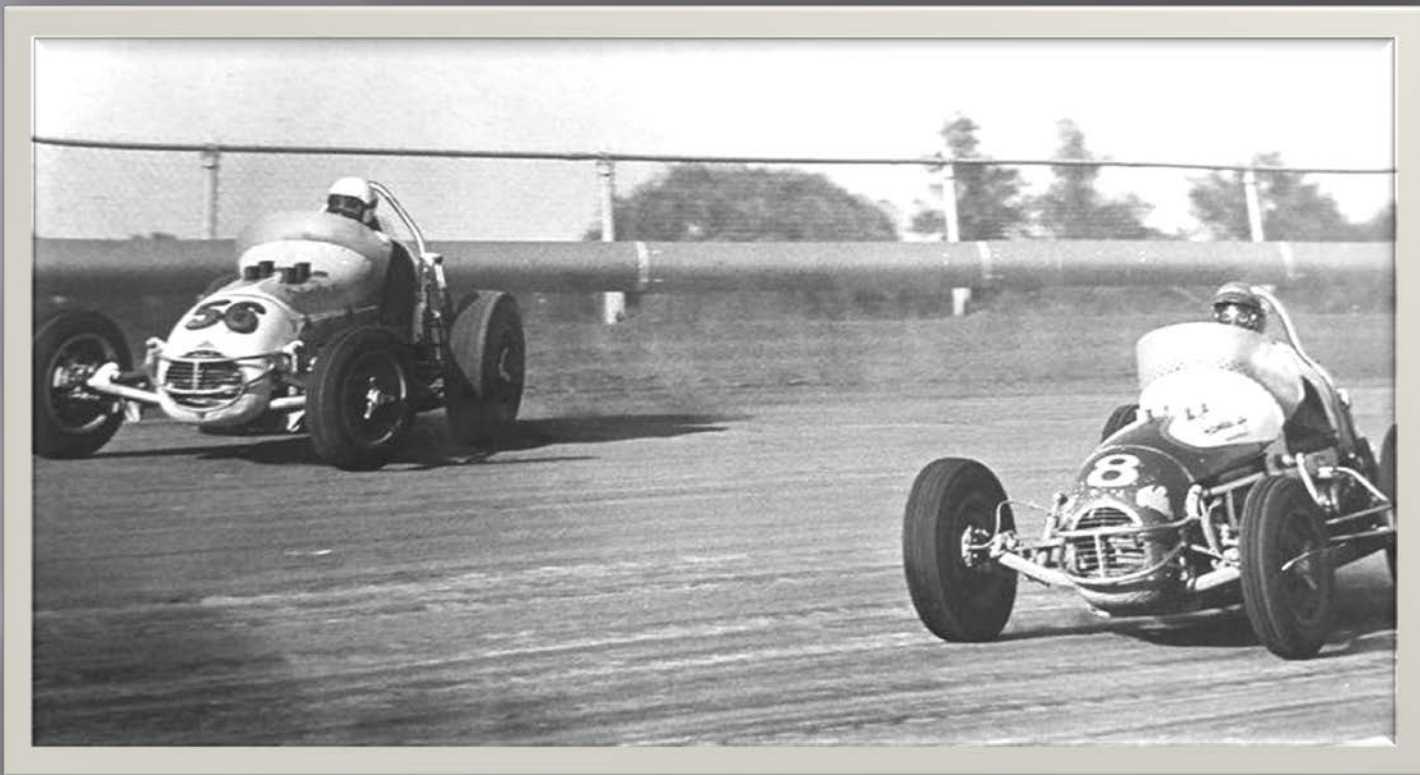
Lloyd Ruby's beautiful Bill Forbes special at Langhorne in 1964. Lloyd finished 8th in the 100-miler.



You see a lot of Indianapolis 500 front row photos, but check out this 1977 second row! A.J. on the inside, Gordon Johncock in the middle, Mario Andretti on the outside. AJ and Gordon would have a memorable duel for the lead, before Gordon fell out after 184 laps with a broken crankshaft, and AJ would go on to his 4th 500 win.



A unique, rare color shot of future 500 winner, Sam Hanks, in his beautiful Kurtis/Offy midget in 1946. Sam won the URA Blue circuit championship that year. The URA was one of the most competitive midget circuits in the nation, with many Indianapolis drivers coming from their ranks. Photo from Dan Fleisher.



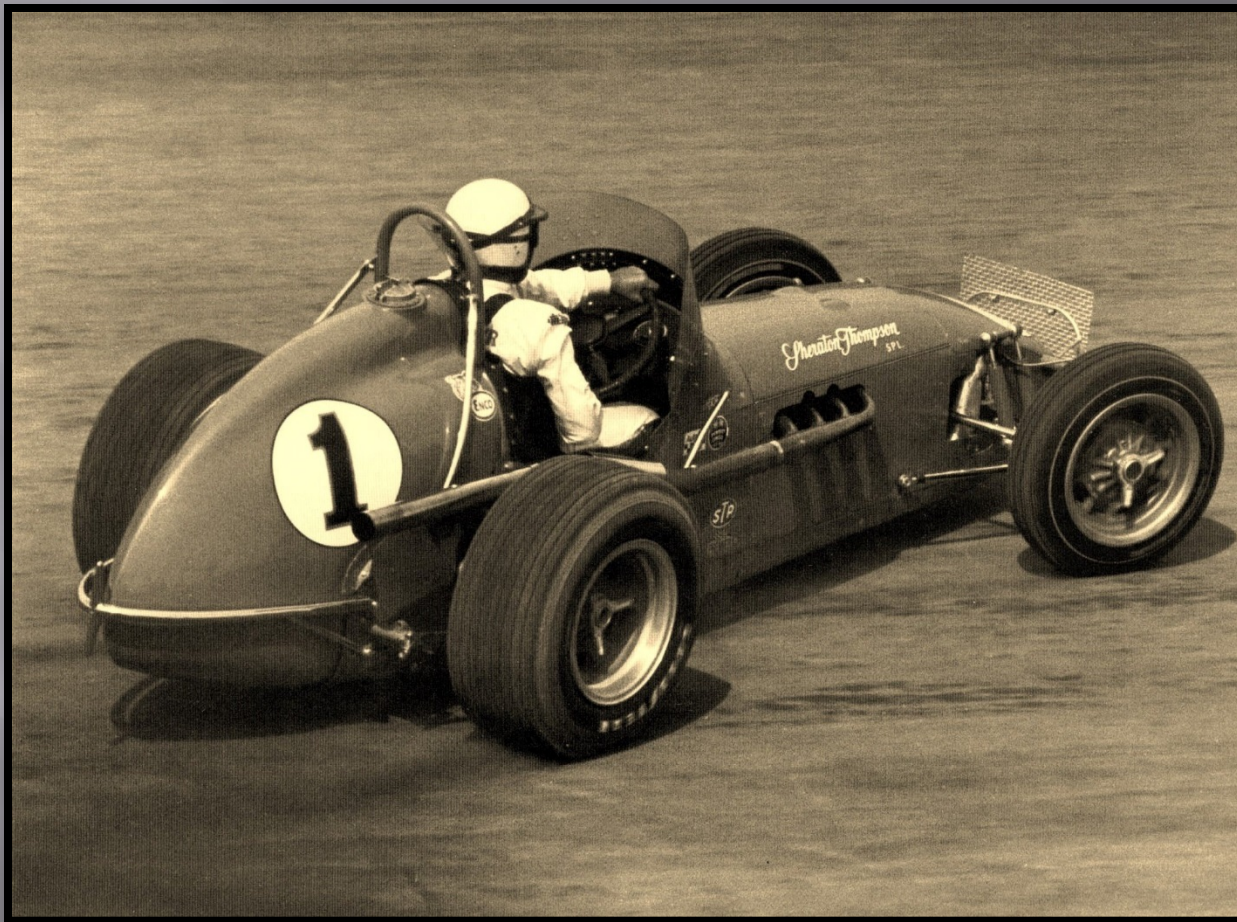
Jim Hurtubise takes the high road, Johnny White goes low as they battle at DuQuoin in 1963 during a 1963 USAC Sprint car race. Photo from Alan Beck.



Johnny Rutherford jumps into the lead of the 1970 Indianapolis 500, with Pole winner Al Unser in hot pursuit. Johnny driving the low-budget, Pat Patrick Eagle, wrenched by Mike Devin, came within hundreds of a second of taking the Pole from Unser. Unser grabbed the lead back before the lap ended, and went on to lead 190 laps, and taking the win.



A.J. Foyt talks things over with Bill Vukovich Jr at Indianapolis in 1977. Vuky said that when he drove the car for the first time, all the gages were taped over! When he asked AJ about that, AJ told him, "Don't worry about the gages, just drive the car!" Vuky said it was the fastest car he ever had down a straight at Indy! Vuky put it in the show, but fell out with a broken rod. AJ went on to win his 4th 500.



Picture of A.J. Foyt "in his office" at the 1968 Hoosier Hundred.



Jerry Richert at Terre Haute, IN August 7th 1965. The #63 Wagner Sprinter had a little slogan lettered in red just below the windshield on the inside of the cockpit "Mash the Gas" ...and he did ! :)
Bruce Craig Collection



A.J. Foyt charges up on Dan Gurney in Mickey Thompson's rear engine Buick during the 1962 Indianapolis 500. That's Paul Russo in Elmer George's Sarge's Tazian Special. Elmer vacated it when it wouldn't handle. When AJ fell out early with a lost wheel, he too tried the Sarge's Tazian car until the engine seized. Gurney dropped out early as well with a seized rear end.



Gary Bettenhausen confers with his crew during practice for the 1972 Indianapolis 500. The one he should've won. He knew the engine was overheating early on. Roger Penske told him to run it until it quit! Towards the end Gary began to think he might make it. He told me, "I begin to think a Bettenhausen just might be on that trophy yet!" It wasn't to be. No Bettenhausen on the Borg Warner yet.



Fan favorite, Bob Harkey, and team await the command to start engines for the 1973 Indianapolis 500, with a blown engine! Pretending to officials that their engine just wouldn't start, they didn't want to be replaced by an alternate, when the green flag waved they were in the pits, still acting as if they were trying to start the engine. Rain came. The race was postponed. They put in their junk practice engine, but managed a 29th place finish, ahead of Mario Andretti, Peter Revson, Bobby Allison, and Salt Walther! Determination!



A beautiful shot of Jim Hurtubise at speed in the Novi during the 1965 Indianapolis 500. Herk had crashed his rear engine car in practice, and with no backup, Andy Granatelli offered him a ride in one of the Novis. Herk put it in the field, with the 10th quickest speed, but it only lasted one lap in the race. Gear box failure. Steve Shunck photo.



A young A.J. Foyt in the Cheesman Offy at Salem on September 13, 1957. Pat O'Connor won the 100-lap Joe James Memorial on this day with Elmer George finishing second and Rex Easton third. It would be two years before Foyt would win his first James/O'Connor race in 1959. "Super Tex" picked up a second victory in the memorial classic in 1962. Great looking car!



Jim Hurtubise with one of his Mallards with an unusual, for him, color scheme. Herk's Mallards were usually white. Don't know the story behind this, but the red and gold look good.



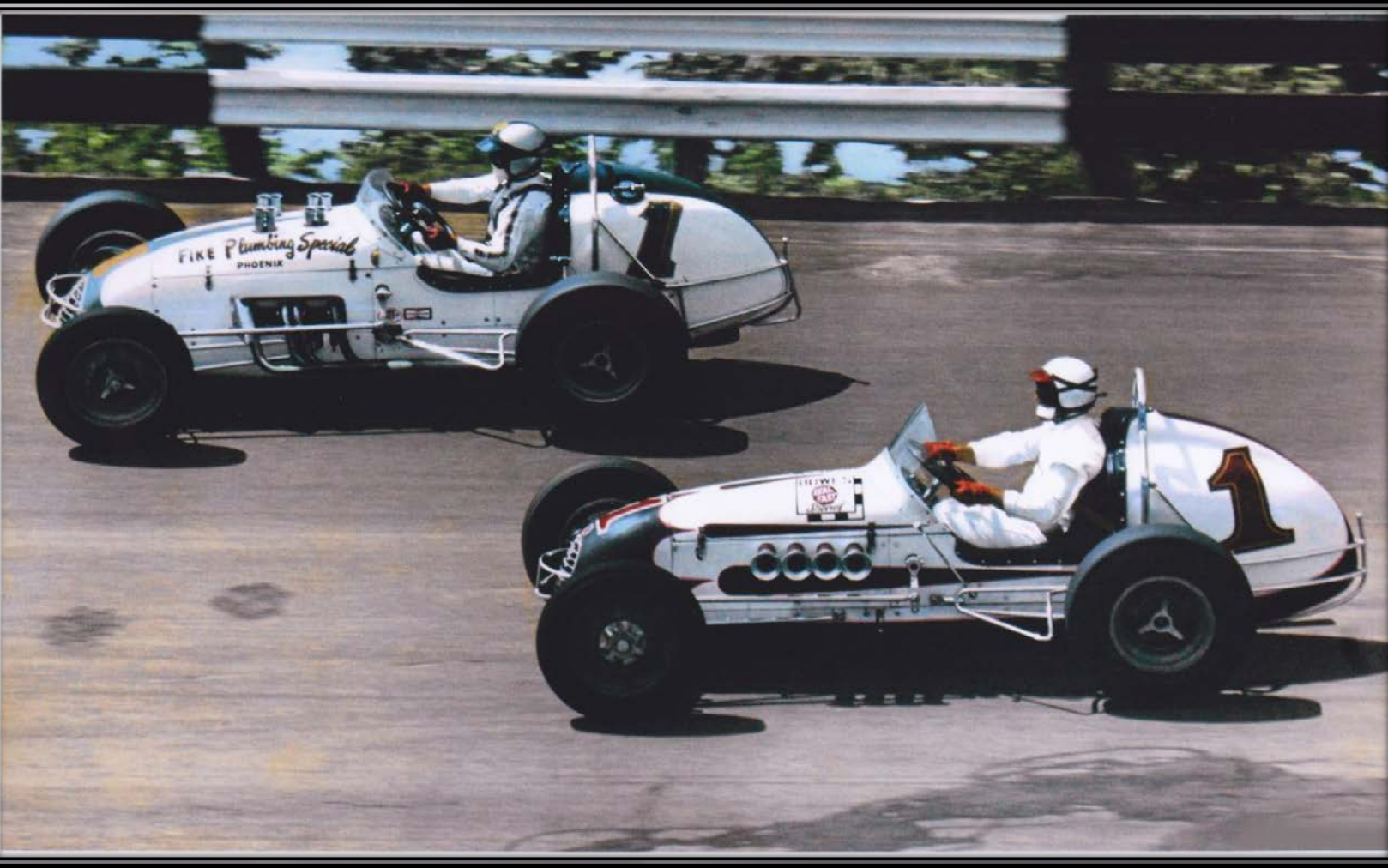
Bill Vukovich Jr, #20, and Mario Andretti, glancing over at Vuky, were teammates on the STP team at Sacramento in 1970. Vuky started 6th and finished 3rd. Mario got the pole, but crashed out on lap 69 trying to avoid a spinning Johnny Rutherford.



Bobby Unser smacks the wall on his 3rd lap of the 1963 Indianapolis 500. Driving the Novi, Bobby said that Andy Granatelli wanted him to pass three cars per lap. Bobby admitted that he got a little ambitious, and lost it. A rookie mistake. Eddie Johnson in the #88 takes a look. Robin Miller photo collection.



A good look at the legendary Mel Kenyon at South Bend Speedway, South Bend, Indiana in 1966. The records for South Bend are sketchy, so little is known about the shot.



Dayton July
23, 1961
Parnelli
Jones
leading A.J.
Foyt...
Parnelli won
his 4th of 5
in a row that
day.
(Ken Coles
photo)



Mike Magill stands it on his nose during the 1959 Indianapolis 500! That's Chuck Weyant that Mike has left over. Chuck found tire tracks on his helmet afterward!. Red Amick and Jud Larsen were also involved in the accident. Mike came down upside down, slide along the track for several hundred feet, grinding a hole in his helmet! It was the first year that roll bars were mandatory. His possibly saved him from serious injury.

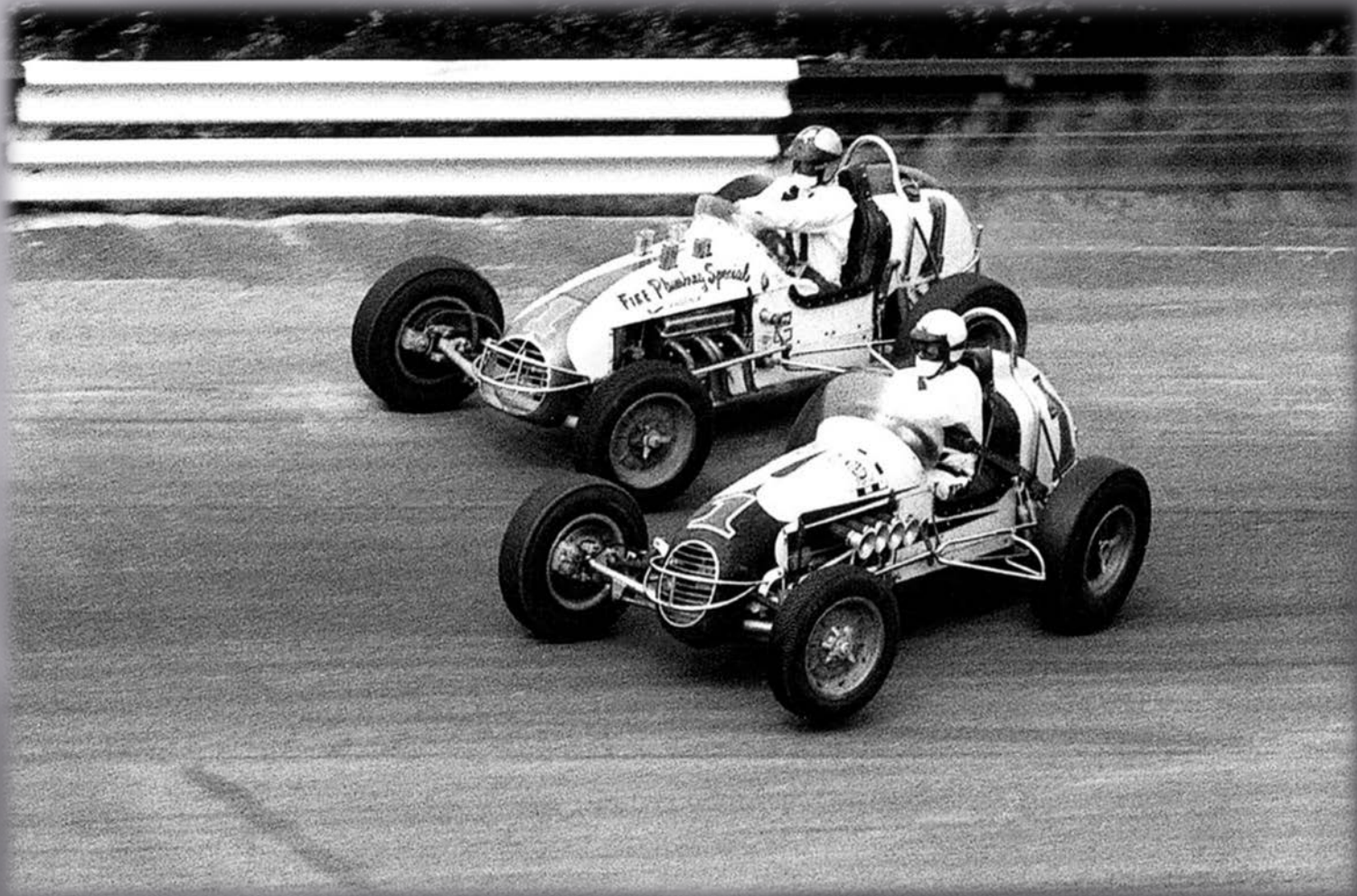


Great shot of the start of the 1967 Indianapolis 500. Mario Andretti, from the Pole, gets a good jump. But, Parnelli Jones in the turbine, is high on the outside, right behind Gordon Johncock. Emulating what Jim Hurtubise had done to him to get the lead of the 1963 500, Parnelli stayed high, passed all those who started in front of him, including Mario. When he passed Mario down the backstretch, Mario gave him the finger! A.J. Foyt, who would win his third 500, is in the middle of the shot, #14. Other great names can be picked out.

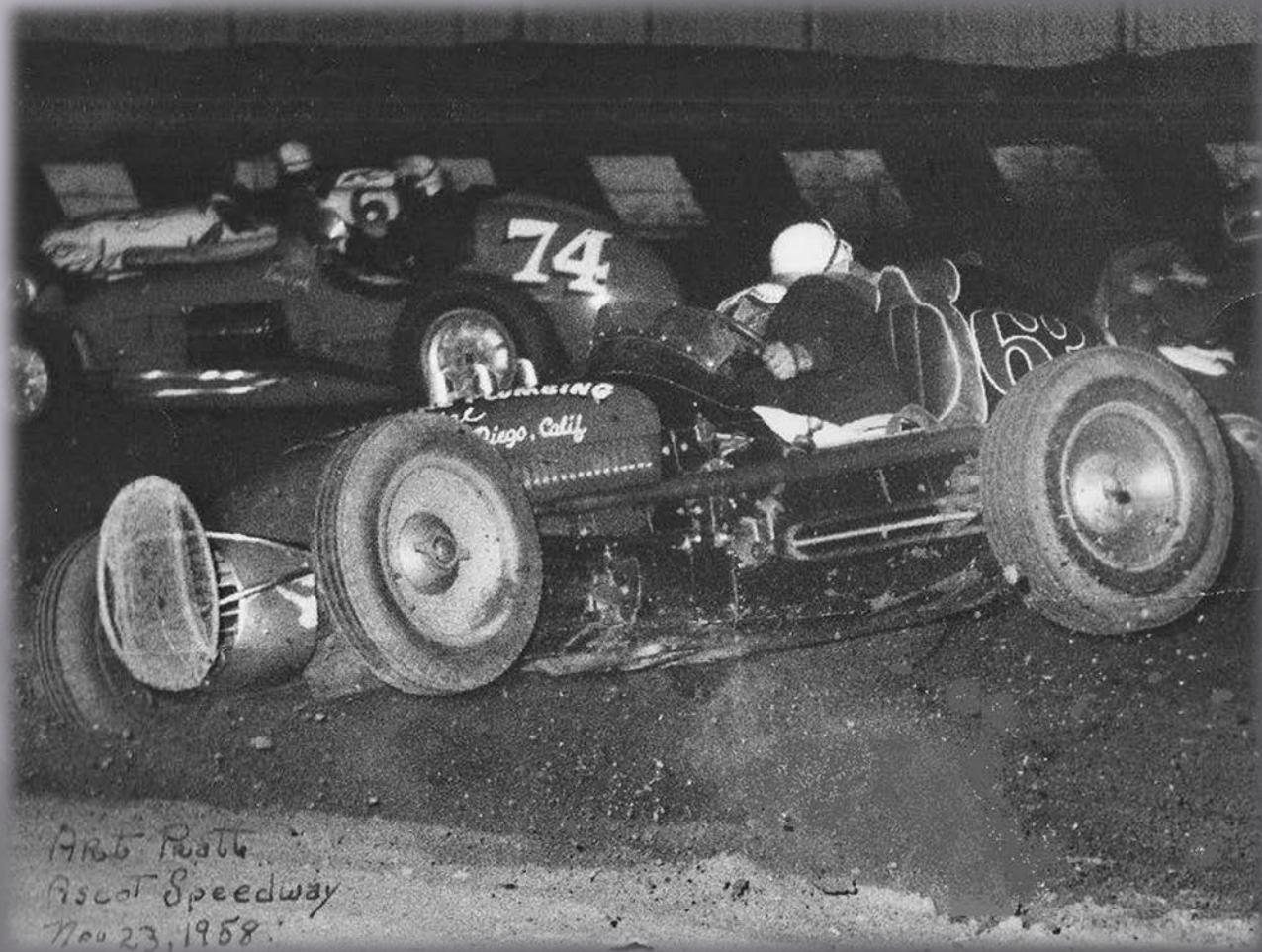


A gut wrenching moment: does it stop, come down on the track or do barrel rolls all the way to the infield Billy Casella up on the guard rail at Salem after his RR blew (the RF is smoking). Cassella raced IMCA mainly at Tampa, but this is a USAC Kodak moment.

Tom Dick Photographer



Ok, you've probably seen this one before, but what an action shot ! Not an IMCA race, but both of these Dudes breezed thru IMCA. A.J. was fired by Dizz Wilson, how appropriate. Parnelli Jones #1 AJ Foyt #1...Indeed !



Another short term IMCA racer in a non-IMCA action shot. Art Pratt at Ascot, Gardena, CA 11 23 1958. I've heard the expression butting heads but I ain't never seen this before ! Ya gotta look close.
Richard Smith
Photo



Gary Bettenhausen heads skyward at Terre Haute in 1972! Someone asked him later what happened, he supposedly said, "I wanted to see if I could get through one without lifting!" Not sure if that what actually happened...but Gary would say something like that if only in jest.



An excellent shot of fan favorite, Lloyd Ruby. One of the best drivers never to win the Indianapolis 500.



Bill Vukovich in the lead and pulling away early in the 1953 Indianapolis 500. Vuky led 195 of the 200 laps on his way to his first 500 win. Steve Manning photo collection.



Andy Granatelli appears disgusted, while Parnelli walks away in frustration, after the turbine fell out while he was leading, three laps from the finish. Robin Miller photo collection.



1968. Bob Harris takes home the trophy at Ontario, OR.



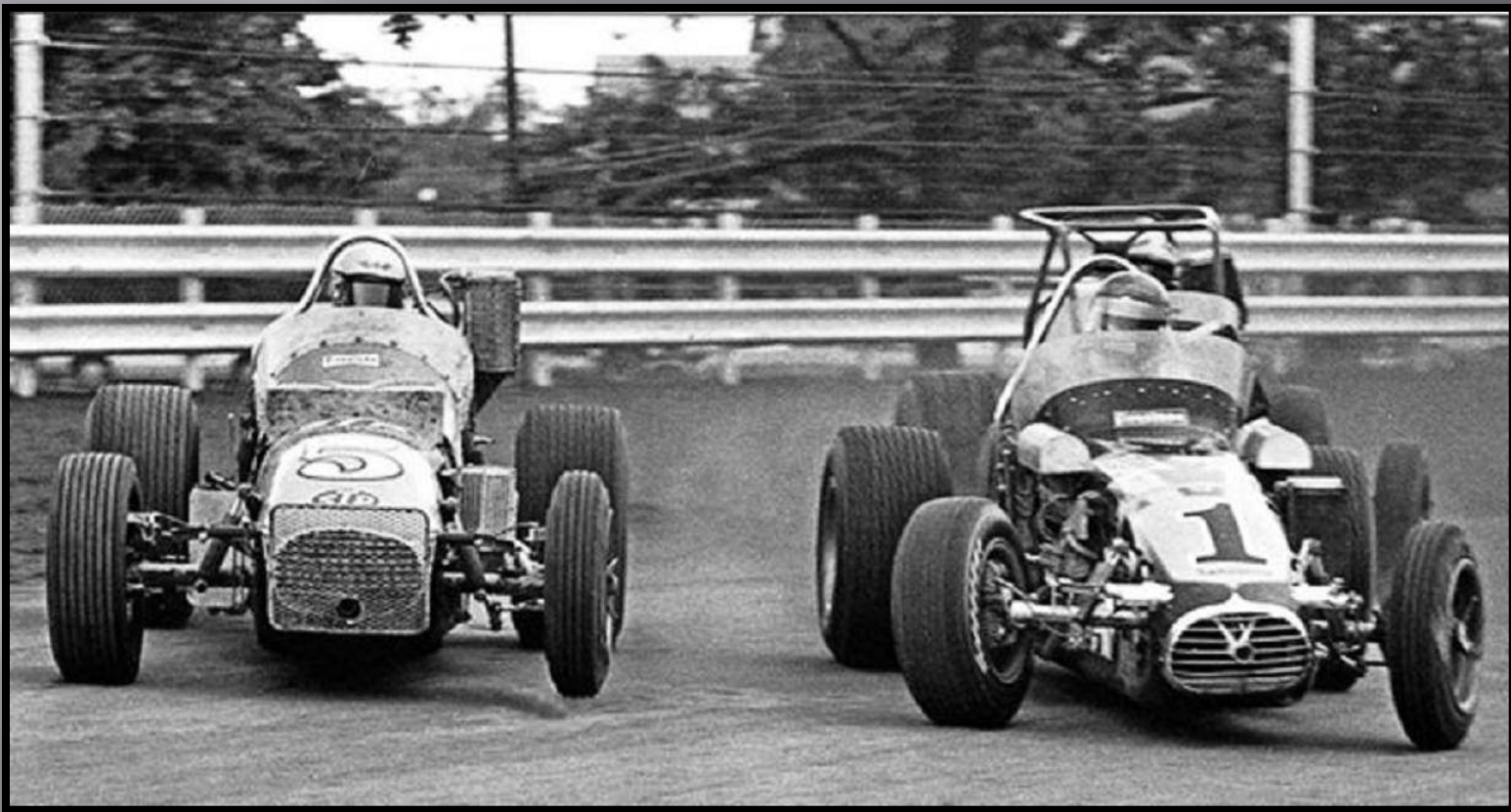
Looks like the Sarkes Tarzian team finally gave up on the car, after it failed to make the field for the 1964 500, with Elmer George driving. Purportedly one of the most ill-handling cars of that era, even A.J. Foyt couldn't get a handle on it when he relieved Elmer George in the 1962 500. A beautiful car, the mystery of it's ill-handling was never solved. A good look inside of one of the old Gasoline Alley garages.



I have had this photo for a long time, Unsure exact year, where & drivers. It looks like Dayton, Tri -County or Winchester (trees in background). For the wheel men I would venture to say: #28 Charlie Masters, #92 Greg Weld, #82 Rollie Beale against the wall Sammy Sessions? Also, sorry cannot pass along the picture credit.



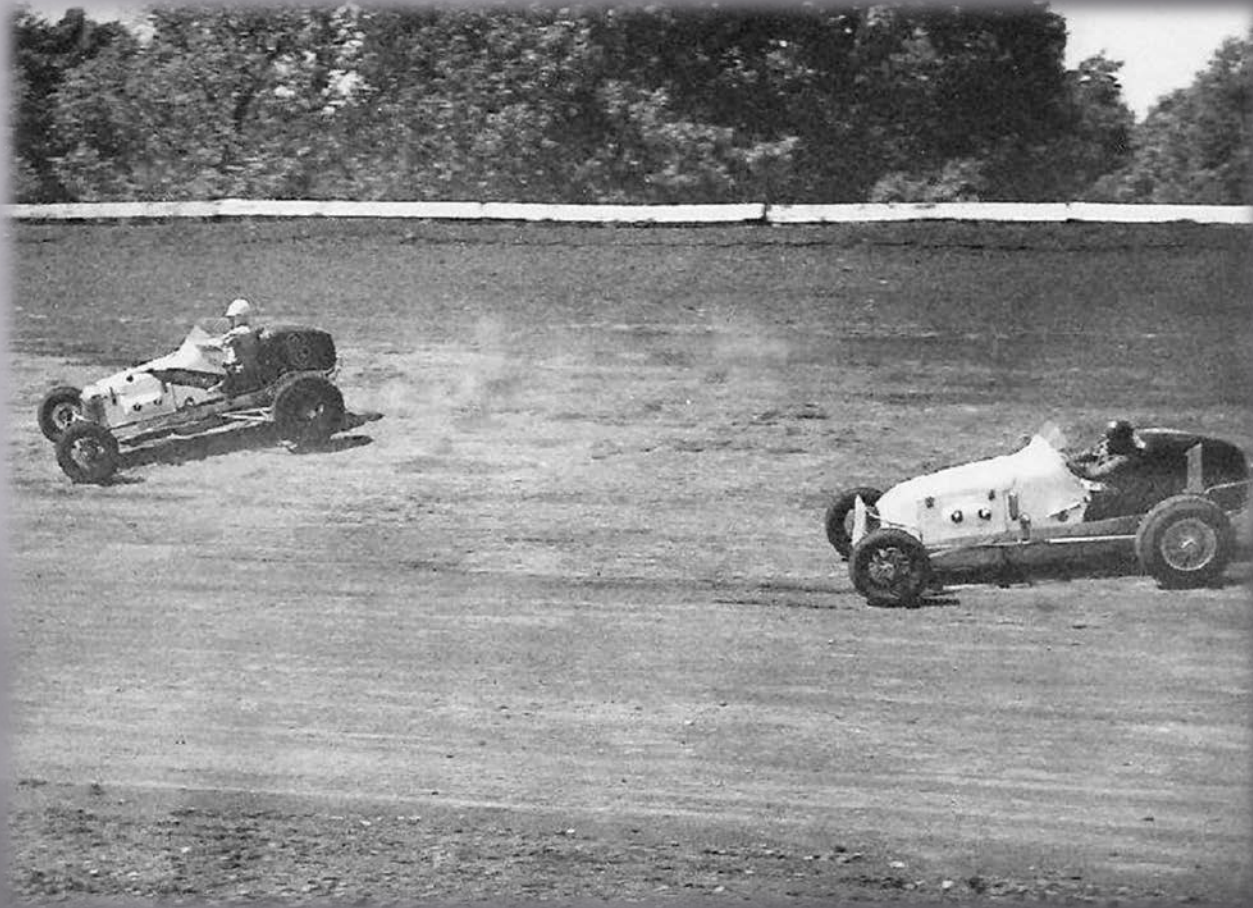
A hurry up pit stop for Al Unser on his way to his second consecutive Indianapolis 500 win. Notice the protective sleeves on some of the guys. The wheel hammer being used on the right rear. Things certainly have changed in the pits.



1971 - Hi I'm Al Unser. I am the defending National Champion and just won my 2nd straight Indy 500 last month. I ran two Silver Crown races this year, winning at the Indiana State Fair. Why ? Because it's fun ! All 19 races I ran in 1971 were on ovals. My favorite racer, gettin' after it ! (Al also ran a few IMCA races back in the 60s)



1955
Indianapolis
500 winner,
Bob Sweikert,
lifts the John
Zink Special's
left front at
Milwaukee on
June 5, 1955.
Bob started on
the pole, then
finished
second to
Johnny
Thomson.
Steve Noffke
photo
collection.



Just an old time
action shot from 1948,
beautifully groomed
high bank. Check out
that launch ramp, I
mean guard rail :)
Ted Horn #1, Joie
Chitwood honing his
stunt driving skills in
the Ted Nyquist #8 :)
Photo from Western
States Open Wheel
Vintage Racing

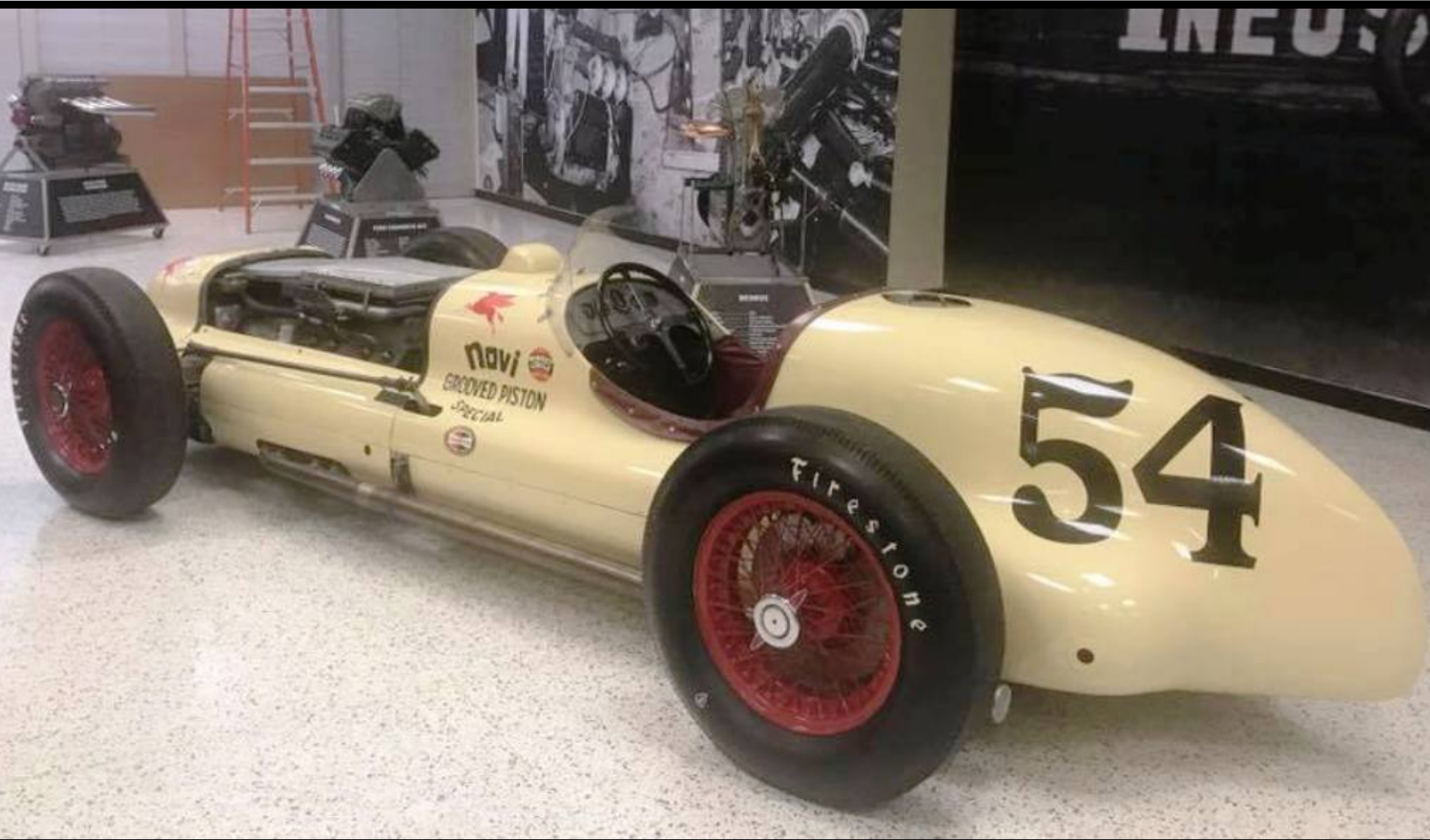


A rare shot of
legendary car
builder, Hank
Henry at El
Cajon,
California
Photo from
Western States
Open Wheel
Vintage Racing

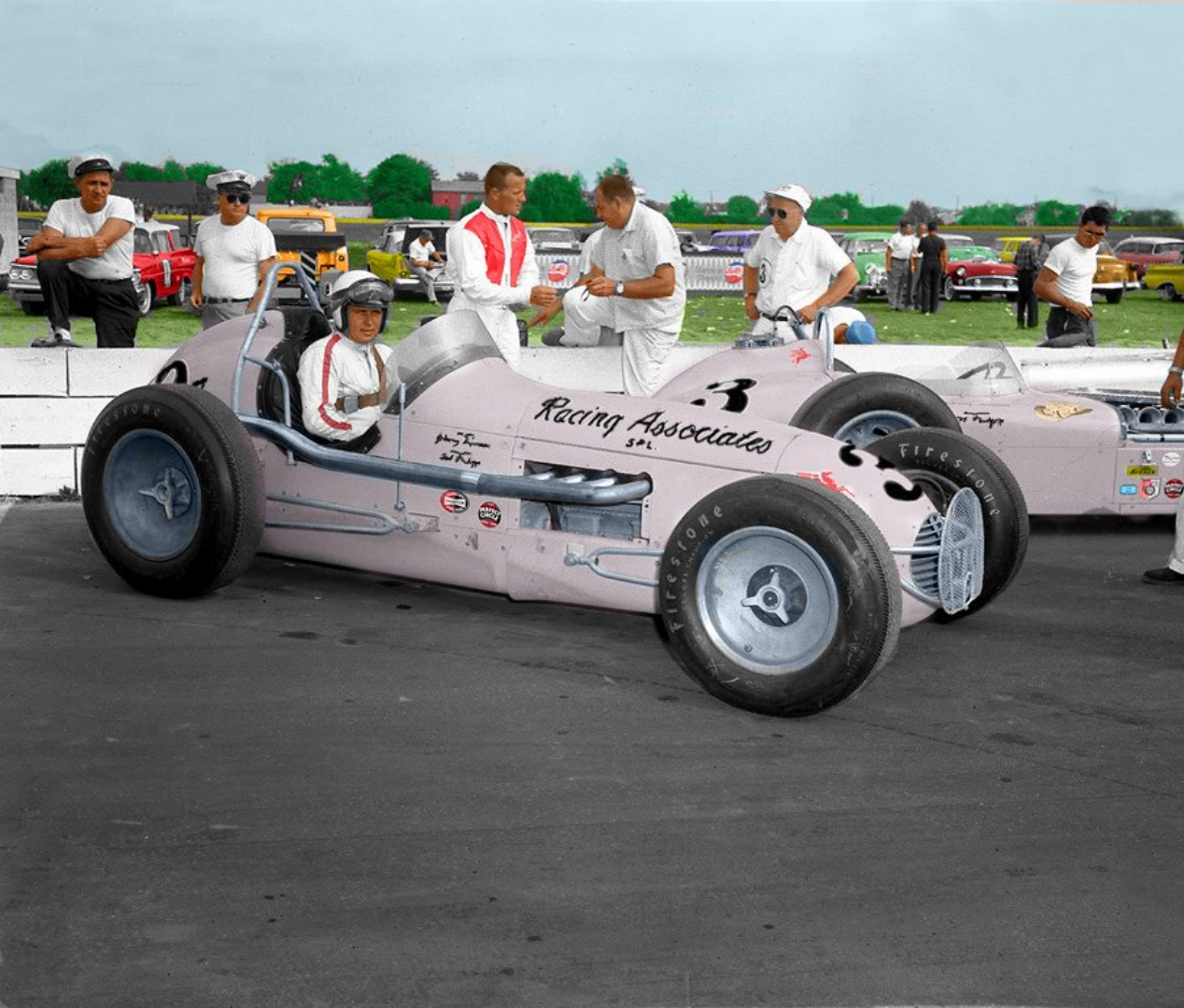
S.P.A. SCHNEIDER HANK HENRY



After we posted the photo of Wally Dallenbach in the Sprite Championship dirt car a few days ago, many people asked that we post one of Wally with the Sprite Indy car. The Kuzma built machine is a striking car. Wally qualified it 23rd for the 1971 500, and fell out early with a dropped valve.



One of the beautiful, Frank Kurtis built, front-wheel drive Novis. This is the one Duke Nalon put on the Pole for the 1949 500. Duke also took the Pole in '51. Not sure if it was the same Novi, his car was numbered 18 then. It will be on display, along with some other unique cars, at the IMS Museum beginning April 1.



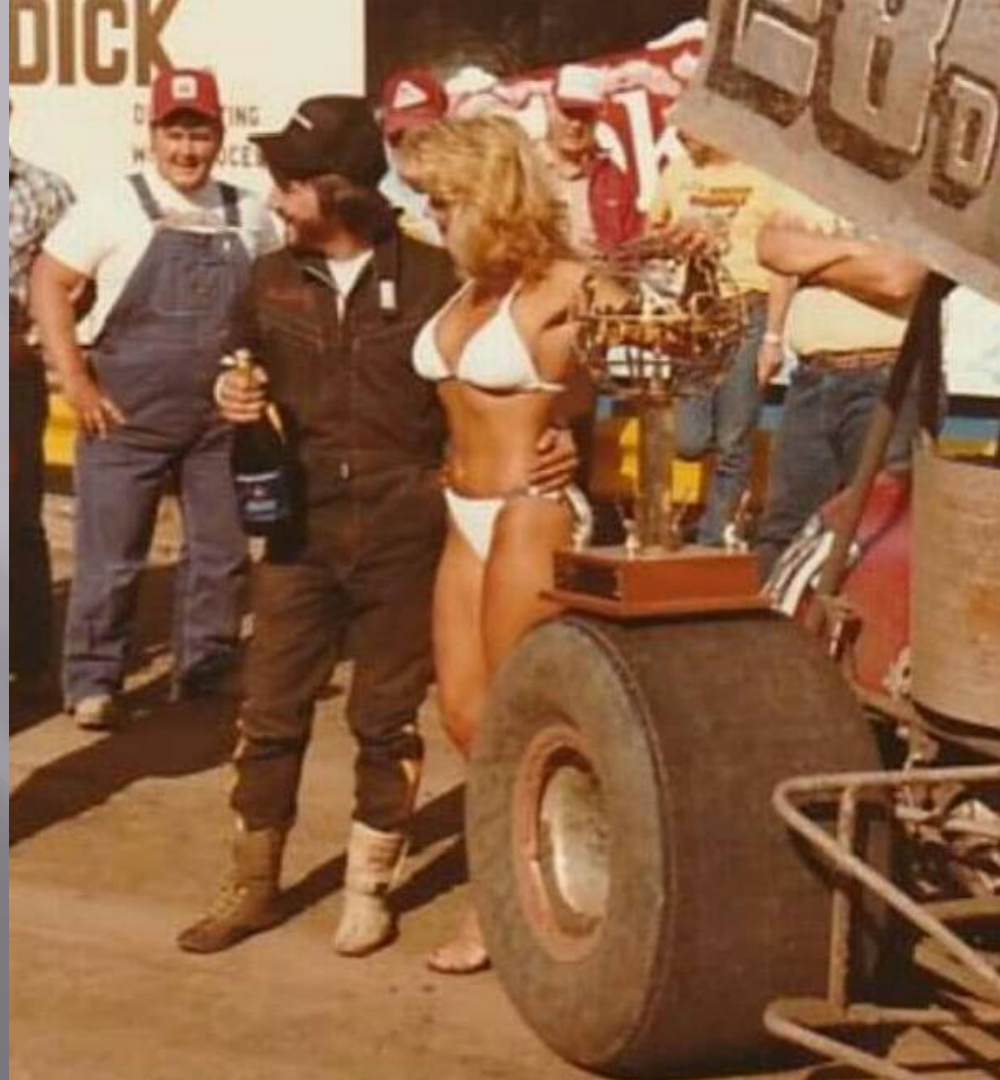
The picture comes from the Ron Hettendorf collection and features Jim Hurtubise sitting in the Racing Associates dirt car while A.J. Foyt, standing behind the roadster was to drive that car. The picture was taken in 1959 at the New Jersey State Fairgrounds at Trenton, NJ..



Eddie Sachs gets ready to push off in the good looking Doc Bowles Offy at Dayton, on June 28, 1953. Pat O'Connor would win the 30 lap AAA feature. Neither driver had yet to make the Indianapolis 500, but both would leave an indelible mark there. And, both would die there.



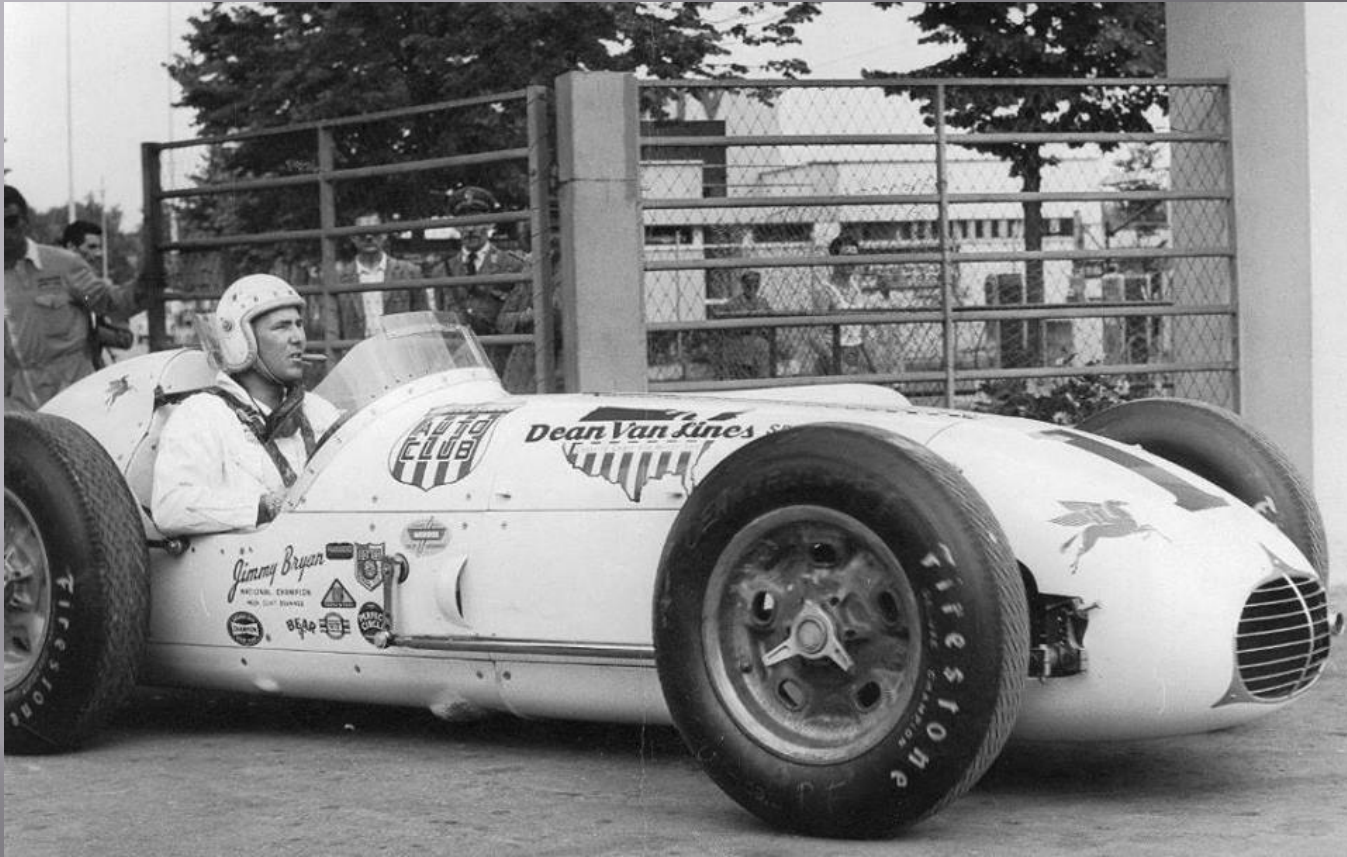
The
modern
day
sprintcar.



Weekend Winner.....Brad
Doty
=😊

A very young Tony
Stewart





A cool shot of the legendary, Jimmy Bryan, rolling through the gate, to practice for the 1957 Race of Two Worlds at Monza. Jimmy grabbed the imagination of the Europeans. Perceived as the typical American cowboy, bigger than life, tough as nails, full of life. They loved it when money blew out of his uniform pocket while practicing, and he braked to a stop, jumped out his car, and scrambled up the banked track to retrieve it. They loved it when he battled wheel to wheel with his peers at 170mph, then hopped in the back of a pickup truck

with the mechanics for a ride back to the hotel. So much grabs your attention in this photo. Jimmy's trademark cigar. The simplistic beauty of the Kuzma roadster. The stark cockpit, no extra padding or leather upholstery, just the bucket seat. Hole drilled in the windscreen for ventilation. No roll bar, or very little protection of any kind. Photo from Roger Zellner.



A unique, beautiful shot of the 1969, Indianapolis front row. A.J. Foyt took the pole, Mario Andretti the middle, and Bobby Unser on the outside. AJ took the lead early, as he tried to win a 4th 500, but a broken manifold dropped him back. Mario went on to take his one and only 500 win. Mario's twin brother, Aldo, subbed for him in the photo, as Mario was recovering from burns to his face.



Most don't usually think of Wally Dallenbach as a dirt track racer, but here's a nice 1970, Al Consoli shot of Wally in the Sprite dirt car.



A spectacular shot of Gary Bettenhausen on the way to a win in the 1980 Ted Horn Memorial at DuQuoin. Driving the DelRose-Holt Racing Enterprises car, Gary started second, and led 99 of the 100 laps. From Dick Wallens book "50 Years Of USAC" Joseph Ramirez collection.



Bill Vukovich Jr, red bandana around his neck, talks things over with legendary chief mechanic, Jud Phillips at Indianapolis in 1971. Vuky qualified the Sugariprune Brabham 11th and finished 5th.



What an unusual nose on the Joe Hunt Special at Indianapolis in 1972. Gunslinger, Bob Harkey, renowned for squeezing a car into the field with little practice couldn't get this Gerhardt up to speed.



Any discussion about the greatest drivers in Indy 500 history has to include both of these gentlemen.

This is a colorized (by me of course) picture of then Speedway President Wilbur Shaw making an award presentation, most likely for winning the Pole Position, to the incomparable Bill Vukovich in 1953.

Original photo B&W from the IMS Archive.

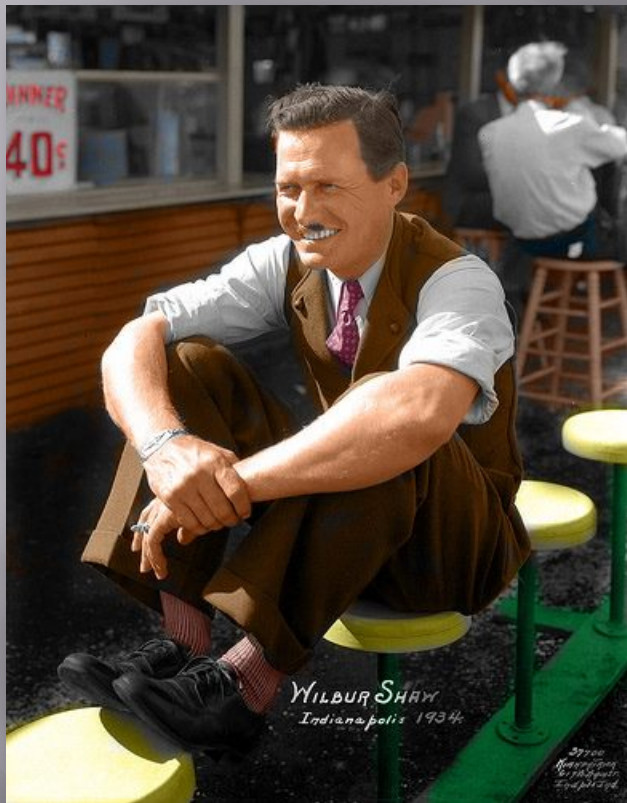
Shared post of Ron Rose by Indiana Racing Memorial Association.



Johnny had fast time and won the trophy dash, but it was Bob King that took the feature event at Winchester. Shown here, Bob in the same car on the same track 2 years later running the inside line in the #36 Offy. Texan Johnny Rutherford ran second.



It wasn't all
Champaign
celebrations
and record
breaking;
however, as
Red Renner
lost his life in a
2 car tangle.
Shown here at
Playland Park
Speedway,
race winner,
Red Renner
1957...Better
Days,,,
Wayne Bryant
Photographer



Arguably the single most important man in Indianapolis 500 History - Wilbur Shaw.

His legacy would have been cemented based solely on his accomplishments as the most successful pre-WWII driver at Indy with three wins, three 2nd place finishes in 10 starts from 1930 to 1940. He was the 1st to win two-in-a-row and has the dubious distinction of being the only driver to crash over the wall and take the wheel of another car and finish the race in another car (in 6th place in 1932).

More importantly, it was Shaw who convinced Terre Haute businessman Anton Hulman that there was a diamond disguised in the weeds of neglect at the corner of 16th St. & Georgetown Rd. and got him to put his trust in Shaw and the initial investment of \$750,000 to buy the track from Captain Eddie Rickenbacker in late 1945 to make it all happen.

I colorized the picture of Wilbur taken in 1934 and is from the IMS Archive. Ron Rose



Another beautiful Al Consoli shot. This one of the incredibly talented, Jan Opperman. So much potential, but his career, and eventually his life, was cut short by two serious head injuries. This is Williams Grove, don't know when this shot was made. But, I suppose it doesn't matter, just enjoy the poetry of speed.

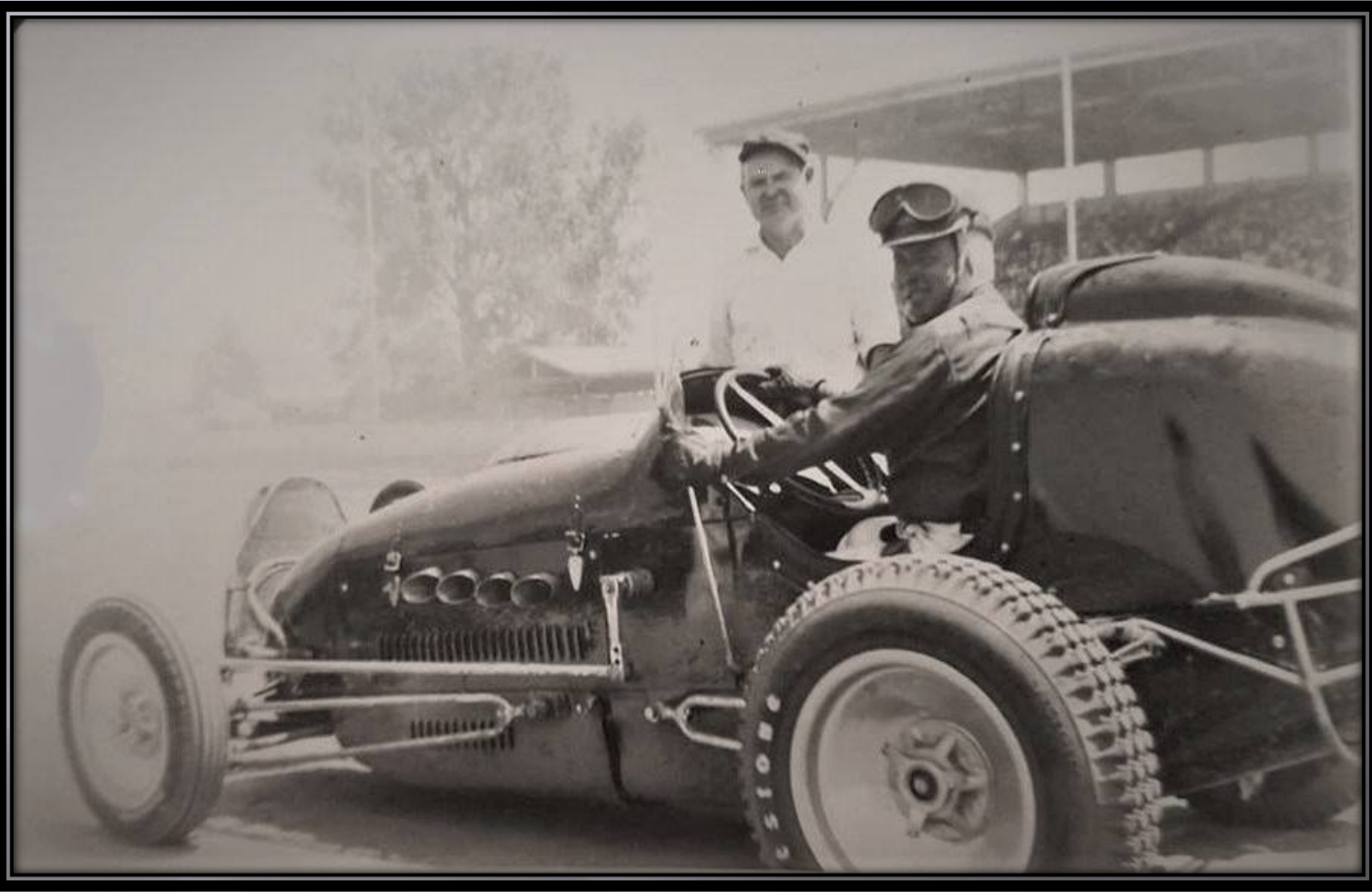




A good shot of A.J. Foyt at New Bremen in 1967, preparing to drive the H&H Machine sprint car. That was normally Roger McCluskey's ride. But, Roger had a commitment to drive Norm Nelson's stock car, so AJ filled in. Car owner, Mutt Anderson, with his hand on the hood.



Three time
USAC
National
Sprint Car
champion,
Larry Dickson,
tosses it
sideways in
Steve Stapp's
good looking
sprint car.
Larry was on
his way to the
1968 USAC
championship
in this shot.



Hector Honore with Don Branson at the wheel. Branson drove the Black Deuce while Bobby Grim was recovering from severe burns and a broken shoulder after tangling with Bob Slater on May 30th, 1954. The fire probably burned the paint and #2 off of the tail. Don ran Belleville twice and Winchester once and won all 3 features !
A Larry Sullivan photo



Hector Honore and Huset Speedway promoter Fred Buckmiller in a deep discussion at the Sioux Empire Fairgrounds in Sioux Falls, SD. In the background is turn two which is now a parking lot. Probably September 2nd, 1963.



Doug Wolfgang in
Bob Weikert's
Famed
"Beefmobile" at
Ascot Park back in
the late 80's, topless
of course!.



A beautiful shot of Don Branson at speed during the Ted Horn Memorial at DuQuoin in 1964. Don started on the pole, and finished 3rd.



1957 Indianapolis 500 winner, Sam Hanks, in the revolutionary Belond special, the first of the laydown roadsters. This shot really shows off the low profile of the George Salih built and owned car. Beautiful. Roger Zellner photo collection.

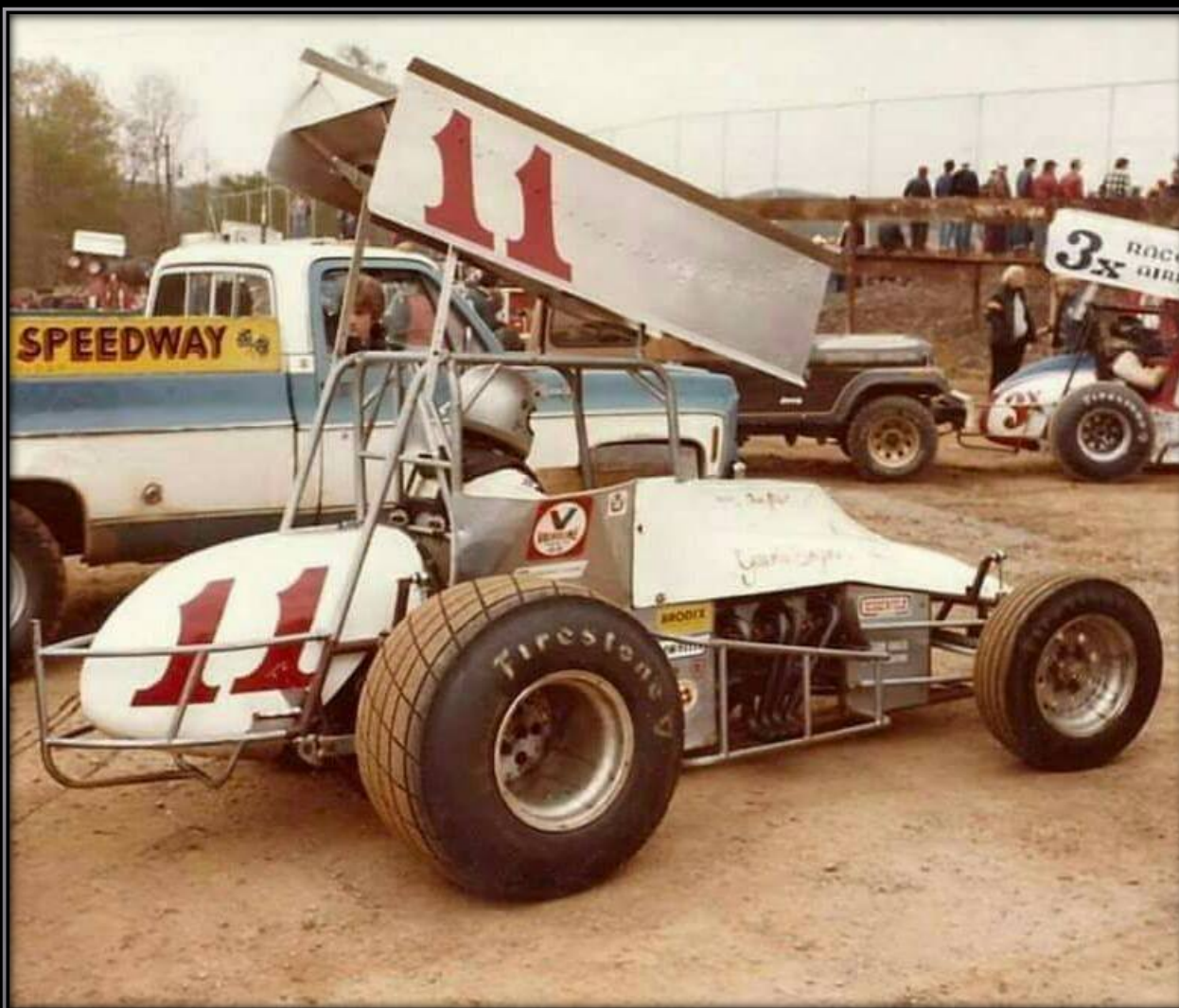


Johnny Rutherford takes the low road, while Greg Weld runs up high on Dayton's high banks in 1967. Popularly known as the "Hills", the trio of Dayton, Winchester and Salem presented some exciting, dramatic racing with an immense element of danger.



1962 Johnny White wins the 5 lap Trophy Dash at Winchester, presenting are Chris Economaki & Al Sweeney. In the background, to the right, is Hector Honore's unique Bardahl trailer that loaded and unloaded from the front !

Steve
Kinser





1962 Johnny Rutherford in the Beatson Chevy that Jerry Richert drove and would drive again when it became the the Wagner Chevy. A Big Car Sweep by Rutherford at Illiana: Fast Time Dash win, Heat win, Feature win ! all the day after getting on the pole for the Little 500 ! photo from Midwest Racing Archives



1962 JR pushing hard to stay in front. Not sure what asphalt track this is.
Photo from Bill Daniels Sports





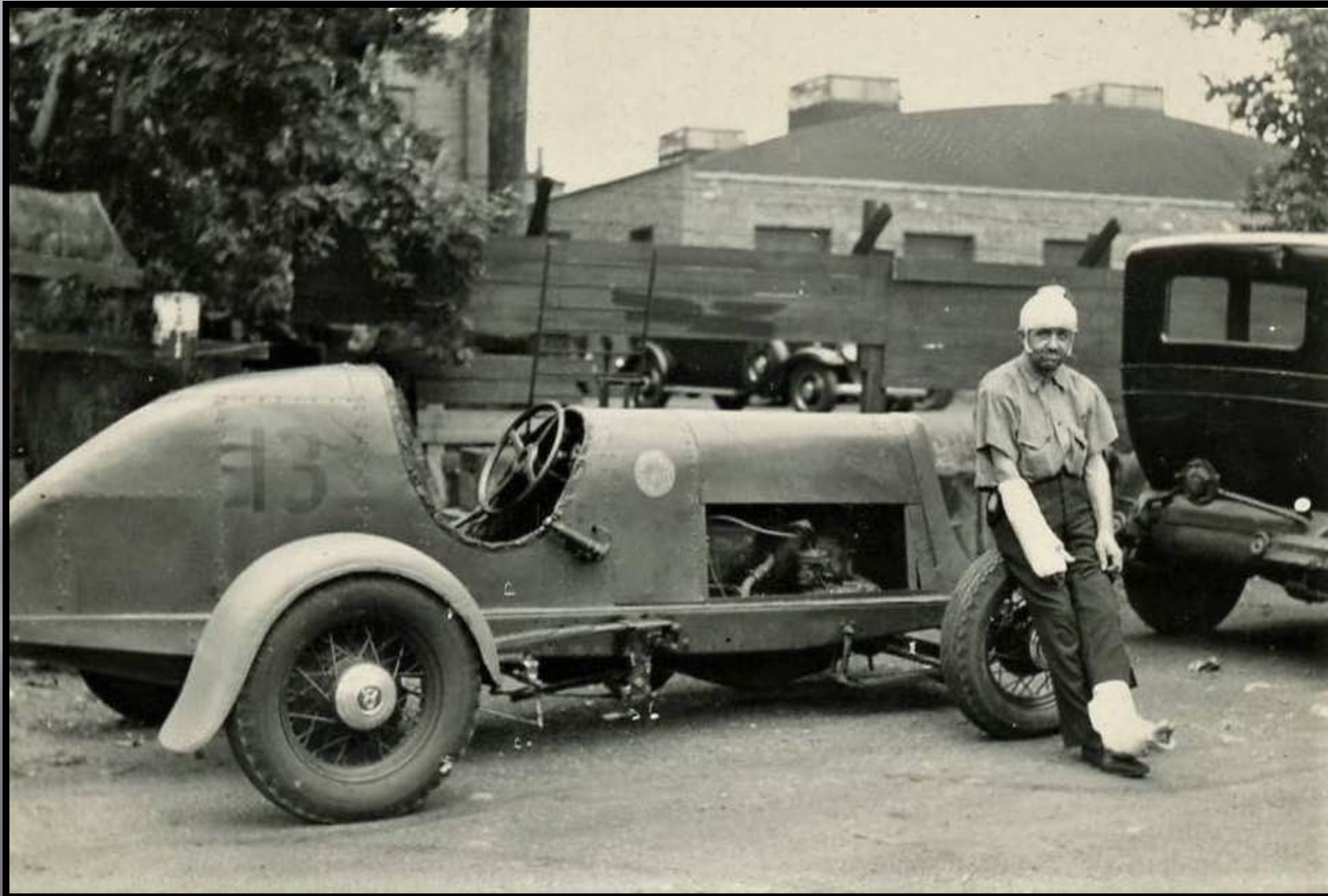
Jimmy Bryan in victory lane at Terre Haute's Action Track after winning the Oct. 12, 1952 AAA Midwest sprint car main event over Tommy Hinnershitz and Mike Nazaruk.

Bryan won three straight AAA sprint car races at Terre Haute from this win until the end of the 1953 season.

Jimmy essentially left sprint car racing behind, his final sprint car race at Trenton on Oct. 4, 1953 - he won - taking the ride in the Dean Van Lines Spl. operated out of his hometown of Phoenix by Clint Brawner, racing on the championship trail instead. As they say, the rest is history, 3 AAA/USAC National championships crowned by winning the 1958 Indianapolis 500.

Arguably, Bryan was the best all-around driver of the fifties! Bryan won more races than anyone over the next eight years after this win, his 2nd, the first coming at Williams Grove in 1952 (31 victories: 19 champ car; 10 sprint car; 3 stock car). No question on a one-mile dirt track - no one was more exciting or successful.

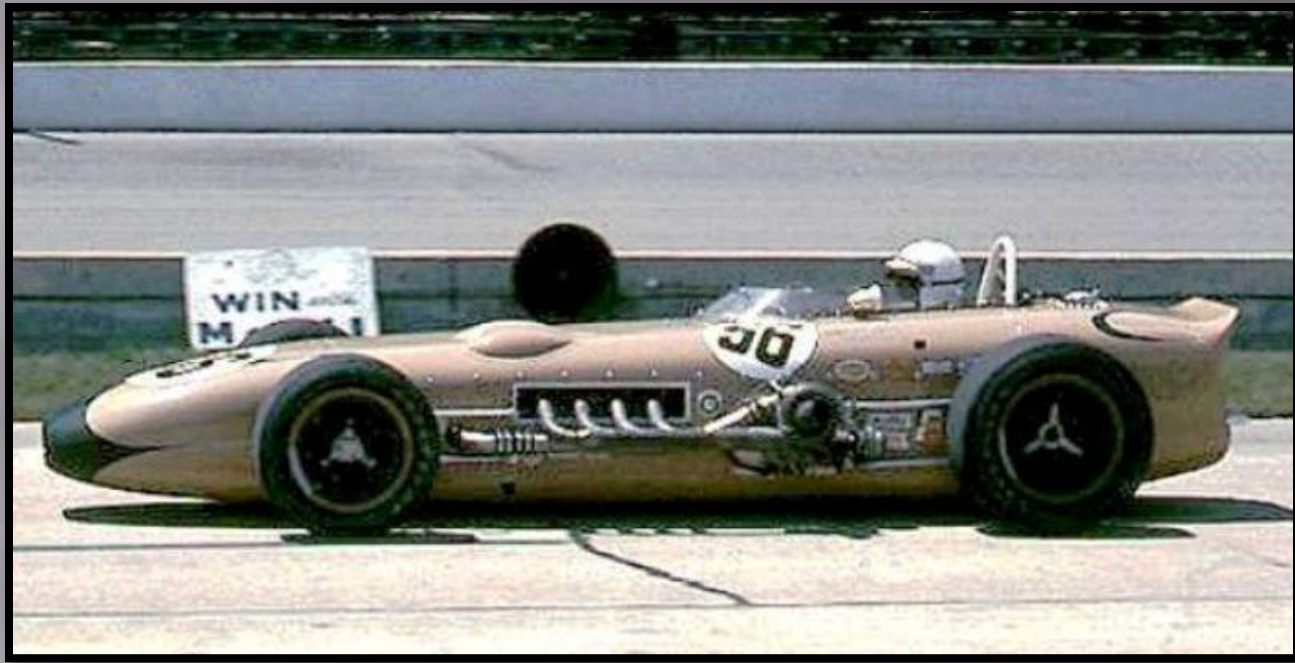
That is a young Eddie Sachs on the right.



I'll
Be
Back.



Chuck Ward...
Hagerstown
1987..
Run Watcha
Brung to Race...



Jim Hurtubise rolls out to practice for the 1967 Indianapolis 500, in the first of his Mallards. Development problems caused him to miss the show, but Herk stuck with his concept for many years. Charles Fawcett Photo



Sept.23rd, 1962 Jerry Blundy was brought up on dirt, but smooth excels on asphalt, too. Jerry just swept the 2 days at Nashville in the Eldon Wilson Chevy and collects his reward; a kiss on the cheek from his wife Marge. So cute ! Al Sweeney adds the checkered flag backdrop. You gotta love the curves on old sprinters, that windshield is a piece of art.
from the 1963 IMCA Yearbook



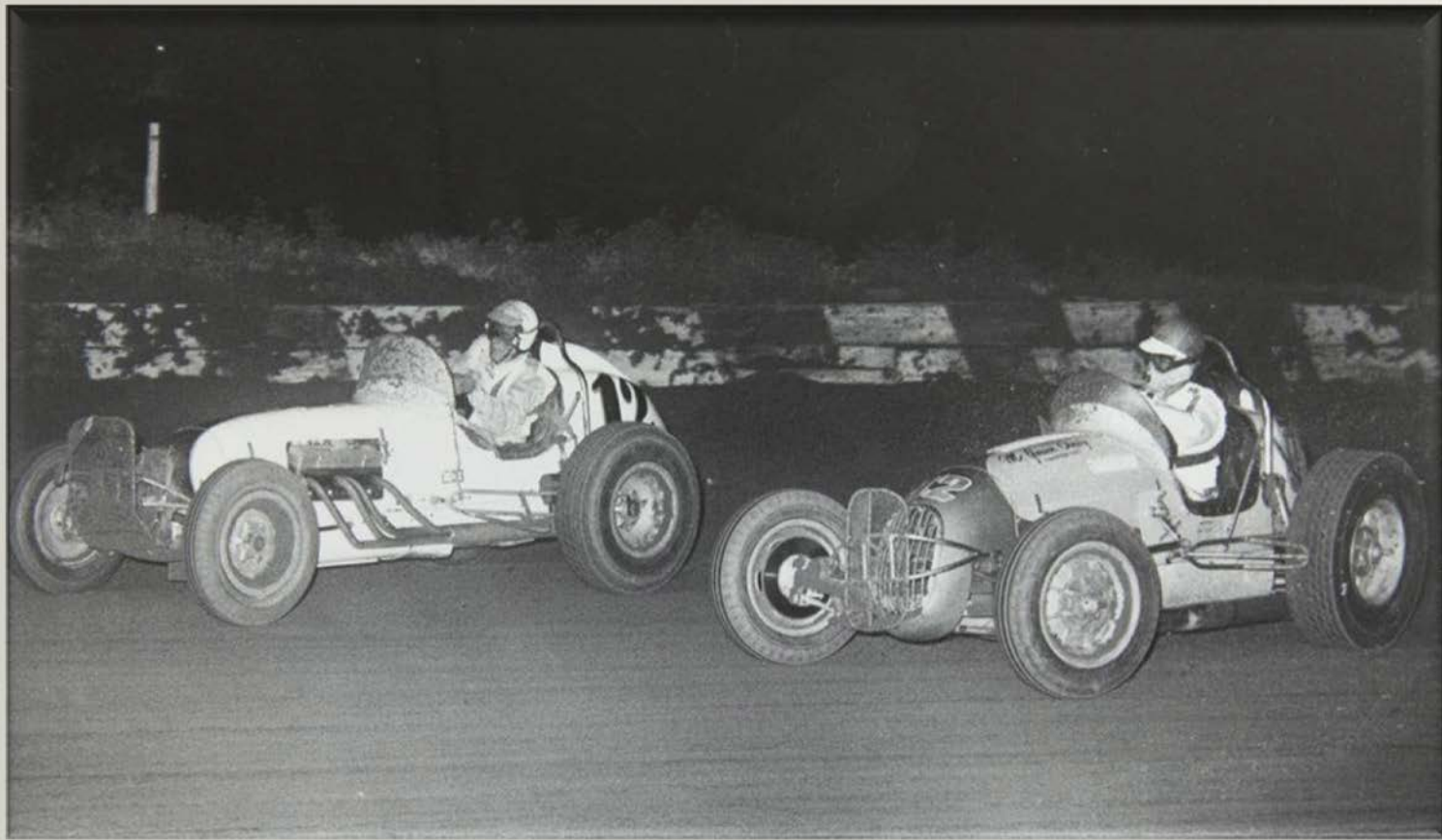
1962, August 23rd at Des Moines: Pete Folse, up top, blowing by a crowd of cars trying to run down Leep then Scroggins, but he could only manage 3rd. Inside the Black Deuce is the Goodrich Chevy #67 with Dale Reed at the wheel, even lower is Cliff Droz in the Droz-Mitchell #97. In front of the 3 wide life is the Red Forshee #84 with Bill Burdick mashing the pedal. from the 1963 IMCA Yearbook

Too Late For Pete

Flashing by a trio of trailing cars, Pete Folse "pours the coal" to the Hector Honore (2) Offenhauser in an attempt to close with the leaders at the Iowa State Fair, August 23. It was too late, however, for the defending IMCA champ as Colby Scroggins and Harold Leep finished one-two in the 25-lap main. Shown with Pete on the Des Moines half-mile are Dale Reed, Goodrich (67) Chev; Cliff Droz, Droz-Mitchell (97) Chev and Bill Burdick, Red Forshee (84) Chev.



Colby Scroggin at a CRA race at Imperial, Cal. 1962. Imperial is near the Mexican border. He won both IMCA features in the same Kenny Worth sprinter. That's some tow milage !



Colby
Scroggins and
Bobby Unser
battling at
Ascot in
Gardena Cal.
Likely before it
got warm in the
midwest. They
both brought
these two cars
to IMCA to
battle the
midwest's
finest.



George Snider's violent, over the wall crash at Winchester in 1975. That's Darl Harrison attempting to steer through the mess. Dennis Torres photo.



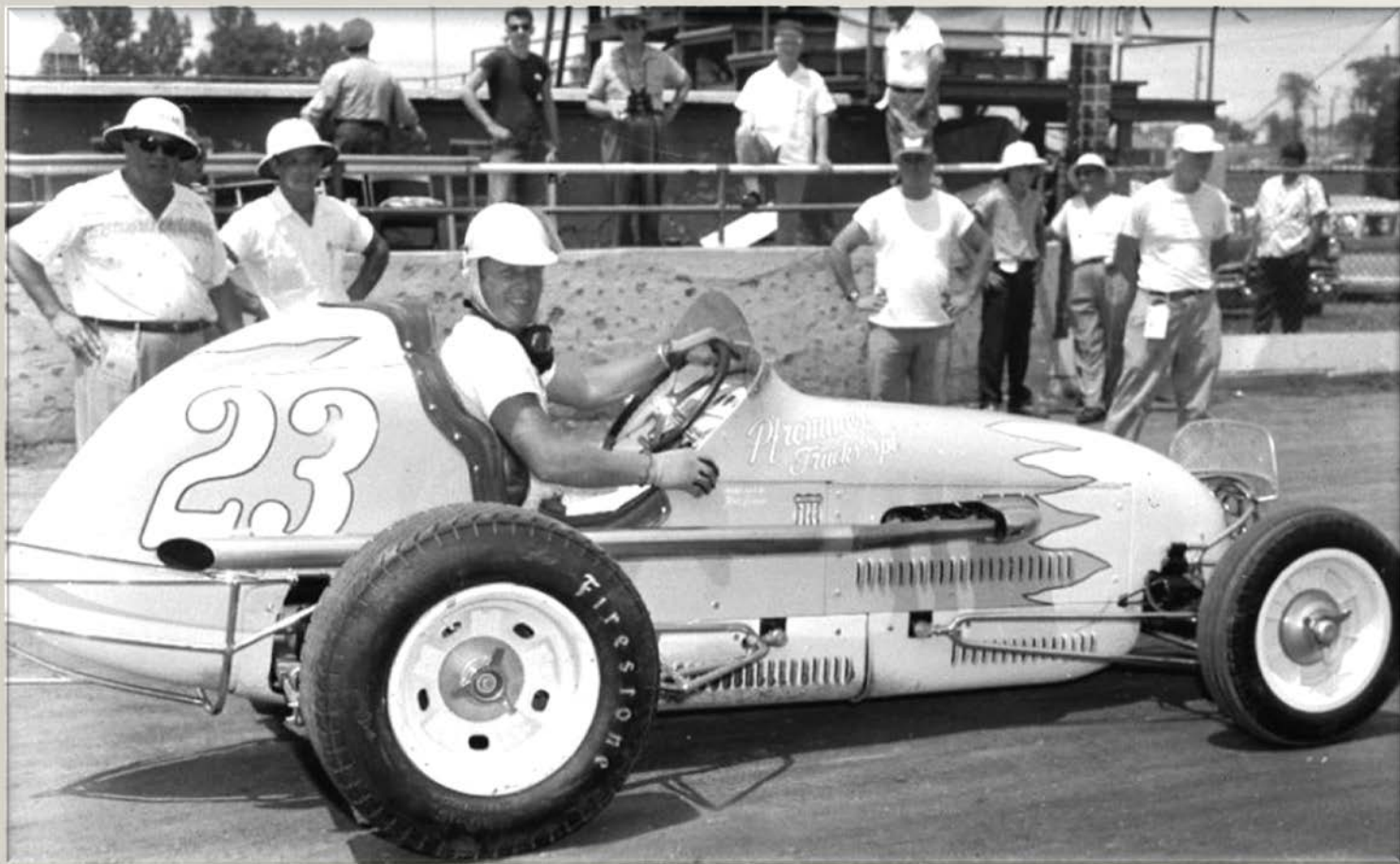
A beautiful shot of Eddie Sachs on his way to victory at Langhorne, on June 15, 1958. Driving Peter Schmidt's immaculate, Kuzma, Eddie qualified 6th for the 100-miler. Ron Rose colorization.



Steve Kinser
at Williams
Grove
Speedway 10-
4-13.



Merle
Bettenhausen in
brother Gary's,
Harry Turner
monocoque car
with that crazy
Bruce Crower
cylinder head;
opposite of the
Chevy II head.
Tom Reel photo



Legendary
Jud Larson
in the
beautiful,
always well
prepared
Pfrommer
Offy at
Reading
Fairgrounds
..



There were few more accomplished, talented front rows in Indianapolis 500 history than this one for the 1991 500. Rick Mears on the Pole, AJ in the middle, Mario on the outside. Between them they would account for 9 Indianapolis 500 wins, two Daytona 500 wins, a LeMans win, a Formula One World Championship, and an untold number of other race wins and championships.



Paul Newman tries out the seat of Eddie Sachs's 1960-61 Indianapolis 500 Pole winning roadster at Pocono in 1983. Mario Andretti seems to be pointing out the important features. Mario began his Indy car career, in a Dean Van Lines roadster. Not sure if it was this one.



A very young, Duane Carter, poses in the new Sampson Special, built for Bob Swanson to drive in the 1939 Indianapolis 500. The 16 under the Sampson name denotes the 16 cylinder Sampson engine used in the car. The car was fabricated by Myron Stevens. Here's some information on the car's maiden 500 from Ron Rose, "Bob crashed in turn 2 on lap 19 when the rear axle snapped. The car flipped over, dumping Swanson on to the track. 1938 500 winner, Floyd Roberts was crowded over the turn 2 wall and crashed to his death in the accident. Film of the crash was featured in the motion picture "The Big Wheel" starring Mickey Rooney. The 16-cylinder engine was the one designed and built by Frank Lockhart for his LSR attempt in the Stutz Blackhawk. It was a shade over 283 cubic inches in displacement. It was actually two Miller 91 engine blocks sharing a common crankcase. It is part of the Indianapolis Motor Speedway Museum collection of cars."

It wouldn't be until after WWII that Duane made it to Indianapolis, but he was a teammate on Bob Swanson's midget team.



In this Al Consoli shot, Mario Andretti and Bud Tingelstad are running hard at Nazareth in 1968. Mario got around Bud, but finished second to Al Unser.



A unique shot of the 1951 Indianapolis 500 front row. Duke Nalon is on the pole in the big, front wheel drive Novi. Lee Wallard, who would win the 500, is in his little Belanger Special. Jack McGrath is in the outside spot. Of interest is that his variety of cars all came from one builder, Frank Kurtis. The next year, yet another Kurtis car would be introduced that would revolutionize Indianapolis, the Vukovich roadster.



Looking Back-
Al Hamilton
Contracting Spl.
Trevis Sprint
Car driven by
Bobbie
Adamson.
Williams Grove
Speedway 8-15-
14.



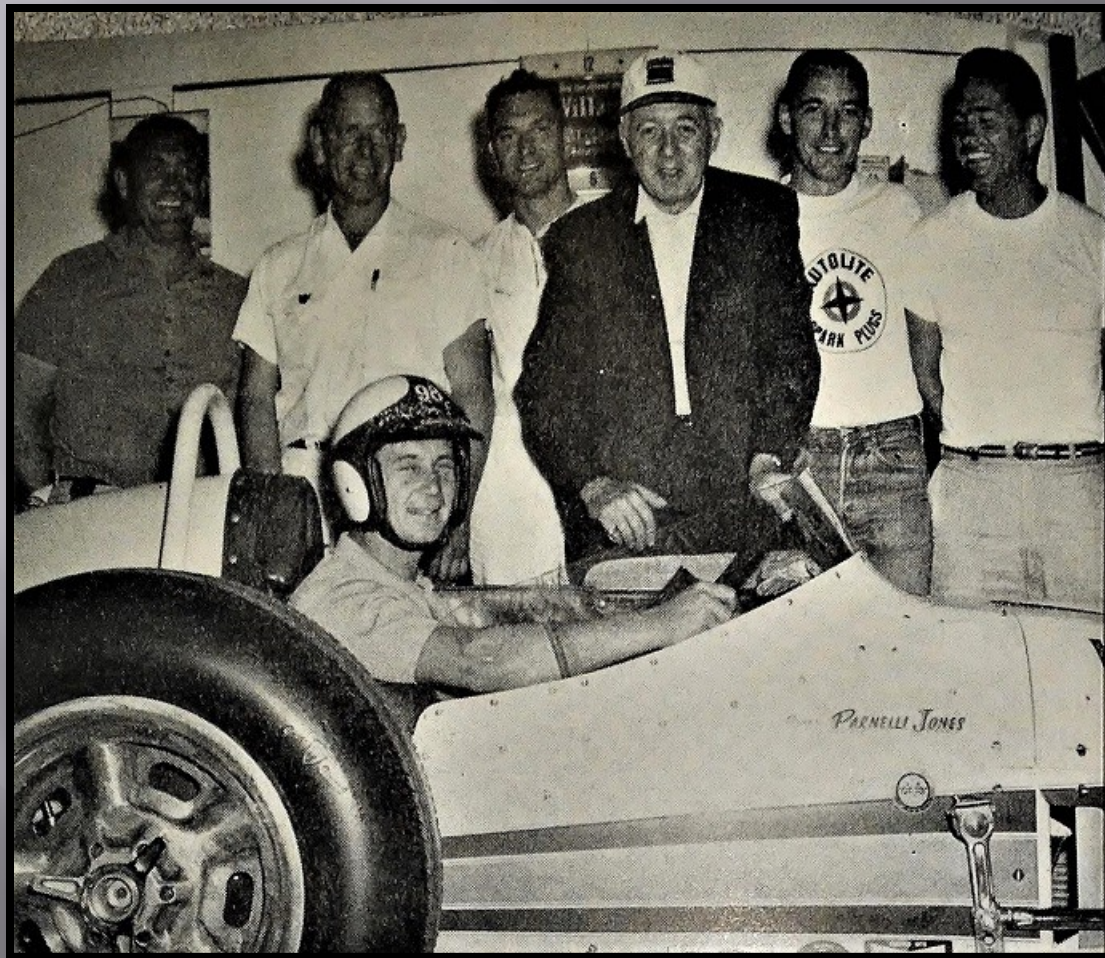
A spectacular shot of Parnelli Jones in action at Williams Grove, manhandling the famed Hank Henry built, Fike Plumbing Special. This is the style that won him three USAC Sprint Car championships. Colorization by Ron Rose.



Sam Hanks buckles his helmet while talking to car builder/mechanic, George Salih, during practice for the 1957 Indianapolis 500. Sam would go on to win the 500 in George's revolutionary laydown roadster. Jimmy Bryan would repeat this success in 1958 with the same car. Good look at the old Speedway grandstands in the background.



We posted this photo of the 1951 front row in black and white a few days ago. Several commented that they would love to see it in color. Here it is! Ron Rose has done his usual fine job.



1962 May 12th Parnelli Jones breaks the 150mph barrier and sets a new 1&4 lap record averaging 150.370mph putting the Willard Battery Special on the pole for the Indy 500. Everyone not wearing a suit jacket are former IMCA drivers: Jim McWhitney, Johnny Pouelsen (Chief Mechanic for PJ) Al Sweeney, Bobby Grimm, Johnny Rutherford and Ralph Ligouri. from the 1963 IMCA Yearbook



Louis Meyer 1928 Indy
Rookie/Winner. Born in Lower
Manhattan, NY, raised in So Cal. 1st to
win Indy 3 times, National Champion
3 times bought Offenhauser and along
with Drake revitalized it. Built DOHC
Ford Indy engines that won 16 500's.
He is the guy that started the drinking
milk tradition...other than that... Louis
Meyer III raced at the IMCA
Winternationals ~1969, Built those
stock block engines for Menard's Indy
effort and now heads up Indy Lights.
In those days tear-offs were an extra
set of googles!



Alan Preliasco '55 Clyde Adams Dominique Spl
Indy Car



Ken Muller '84 Shores Bros Chey Sprint Car



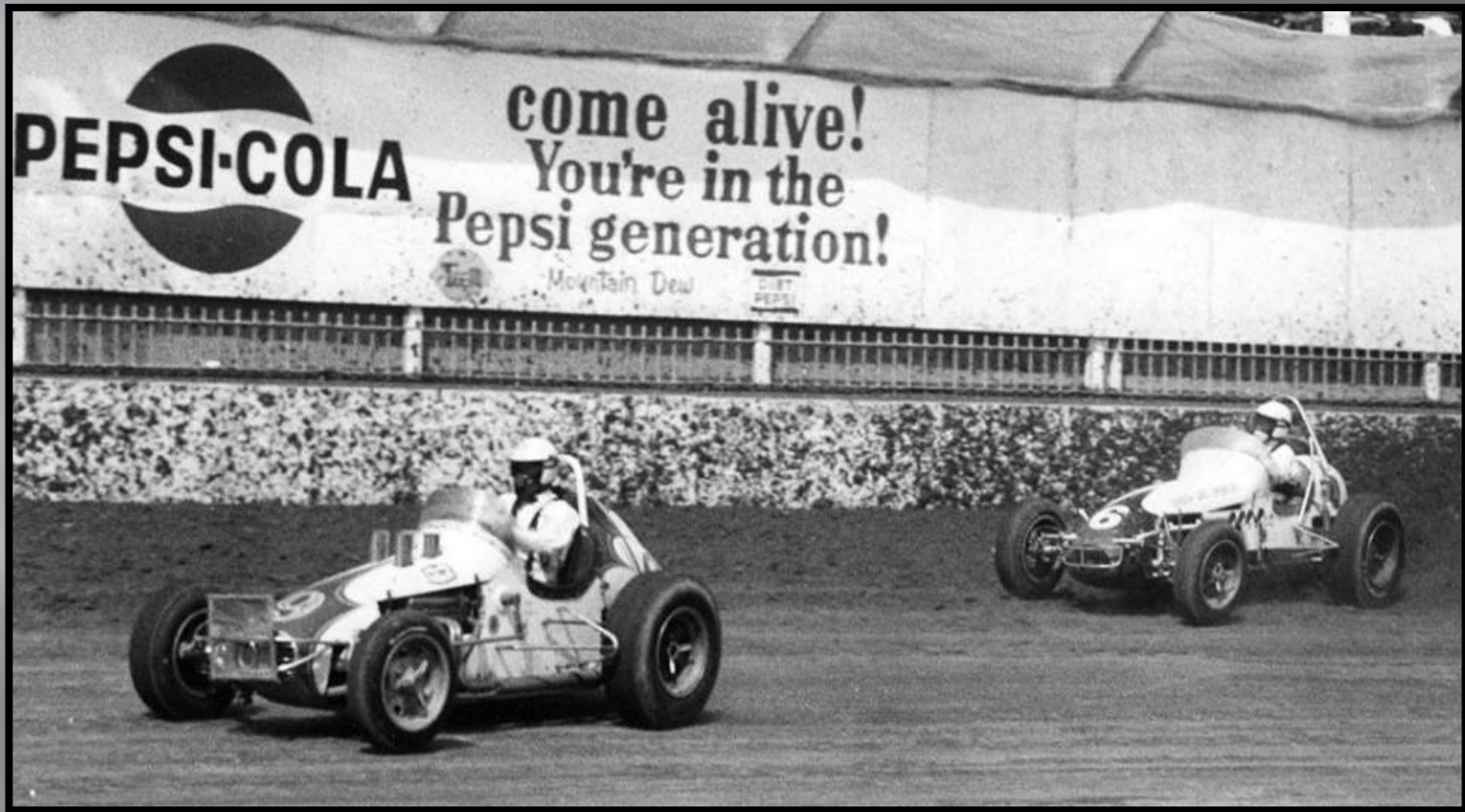
Great to have
the tribute to
1969 Knoxville
Nationals
champion
Kenny Gritz
back with us!
National Sprint
Car Hall of
Fame



A beautiful shot of A.J. Foyt at Indianapolis in 1977. A.J. would take his good looking Coyote with a Foyt turbocharged engine, to his record breaking fourth 500 win. The polished wheels really set the car off.



A great head-on shot of Jim Hurtubise coming hard out of turn one as he practices for the 1969 Indianapolis 500. Herk put his front engine Mallard in the show in 1968, the last front engine car to do so. Dave Friedman photo.



Dick Atkins, in front, battles with Don Branson at Allentown, Pennsylvania in August, 1966. Dick took the USAC sprint feature in the Wally Meskowski car. Don finished 3rd. Both would die at Ascot in November of that year. Love the Pepsi signage.



Weekend Winner.....Steve Kinser



A great shot of Mel Kenyon, under sunny skies at Hanford in 1967. Mel started 13th and finished 10th in the Gerhardt/turbo Offy. Mel had been horribly burned at Langhorne in 1965, losing most of the fingers on his left hand. With his dad, and brother Don, he devised the glove, seen here, that clipped to a car's steering wheel, and allowed him to race successfully for many more years. John Isom photo.



Gary Bettenhausen rolls out for practice at Indianapolis in 1977. Gary is in the Grant King built and owned, J.C. Agajanian and Evel Knievel sponsored, King/Offy. One of the more striking paint jobs seen at the Speedway! and what a great combination, one of the most well known men in America, Evel, and one of America's most popular race car drivers.

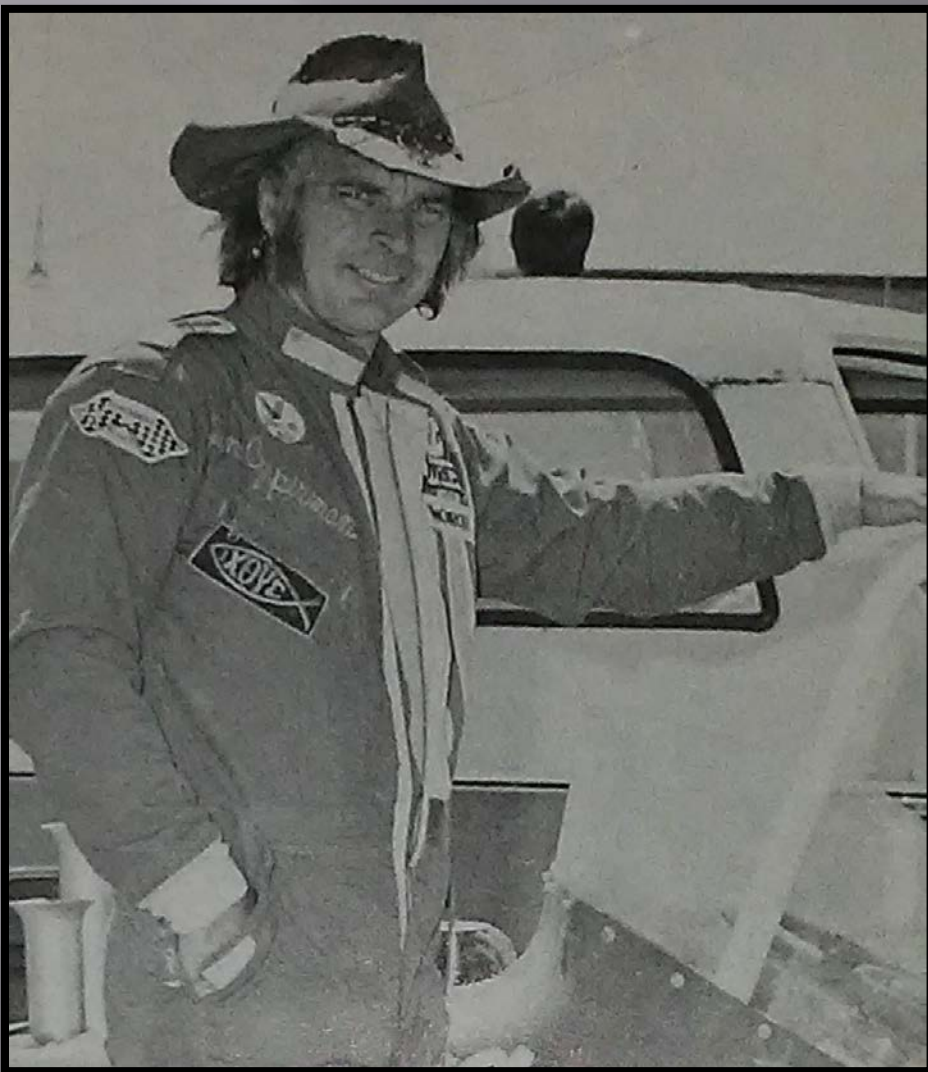


1962 June 17th Johnny Rutherford leads the field down for the start of the 50 lap Hawkeye Futurity. Harold Leep in the Irene Lempelius Offy #52 lurking behind JR came through the field for the victory. 1963 IMCA Yearbook



A select few winged Sprint Car drivers have won races in the United States, Canada, Australia, and New Zealand. The ones who have accomplished this remarkable feat comprise a venerable “who’s who” list of the sport. With a victory on Tuesday night at Robertson Holden International Speedway

in Palmerston North, New Zealand, Shane Stewart added his name to this elite club. Drivers who have won in all four countries include: 20-time World of Outlaws Craftsman Sprint Car Series champion Steve Kinser (who also has won in Mexico), nine-time and defending World of Outlaws champion Donny Schatz, Joey Saldana, who has 99 career World of Outlaws A-Feature as well as 74 Arctic Cat All Star Circuit of Champions wins, and Craig Dollansky with 59 career Outlaws A-Main wins. Making the win even more special for the native of Bixby, Oklahoma, who now calls the Indianapolis area home, is that the car he drove was originally purchased for the late Bryan Clauson to race.



Maybe the most
photographed sprint
car driver of all
time...Jan Opperman



1959 Al Chamberlain in his own car with a roll bar that is actually tall enough ! The wall has "autographed" the RF wheel. Check out the cool white car in the background.



A determined A.J. Foyt in his Championship car during the 1964 season. Foyt would win an incredible 10 of the 13 National Championship races that year, including Indianapolis. A Gene Crucean photo.



Mario Andretti ready to climb aboard Wally Meskowski's sprint car at Oswego in 1966. Mario went on to win the USAC feature that day. Because of his ferocity in the cockpit, it's easy to forget how diminutive Mario was physically.



A dramatic shot of Bobby Unser in the beautiful Jorgensen Eagle as he races to victory in the 1975 Indianapolis 500.



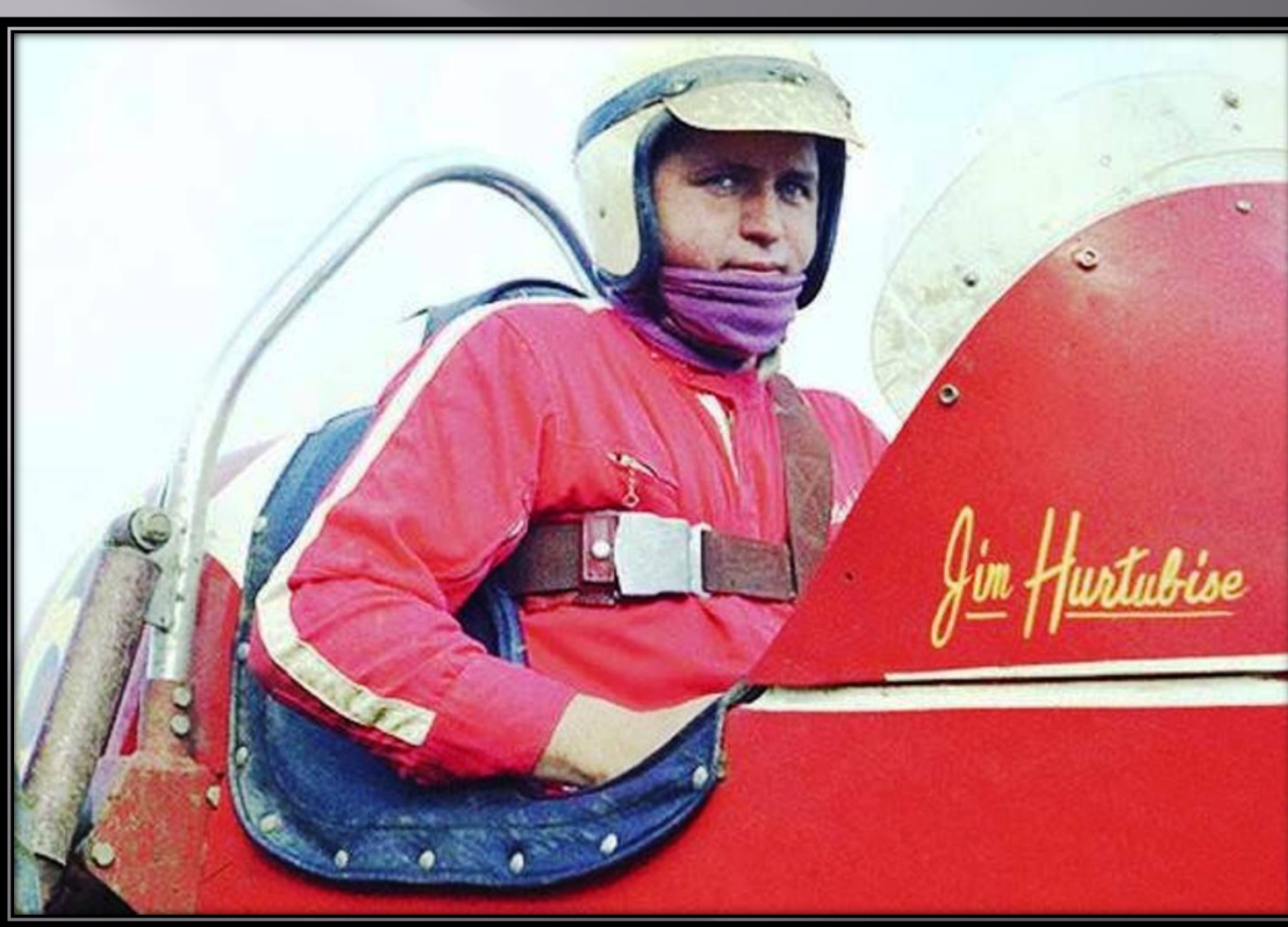
Steve Stapp poses in his beautiful sprint car that he campaigned during the 1964 season. Steve retired from driving after 1964, "...for his family." But, he continued in racing as a fine car builder and mechanic, directing Pancho Carter to many USAC wins and Championships.



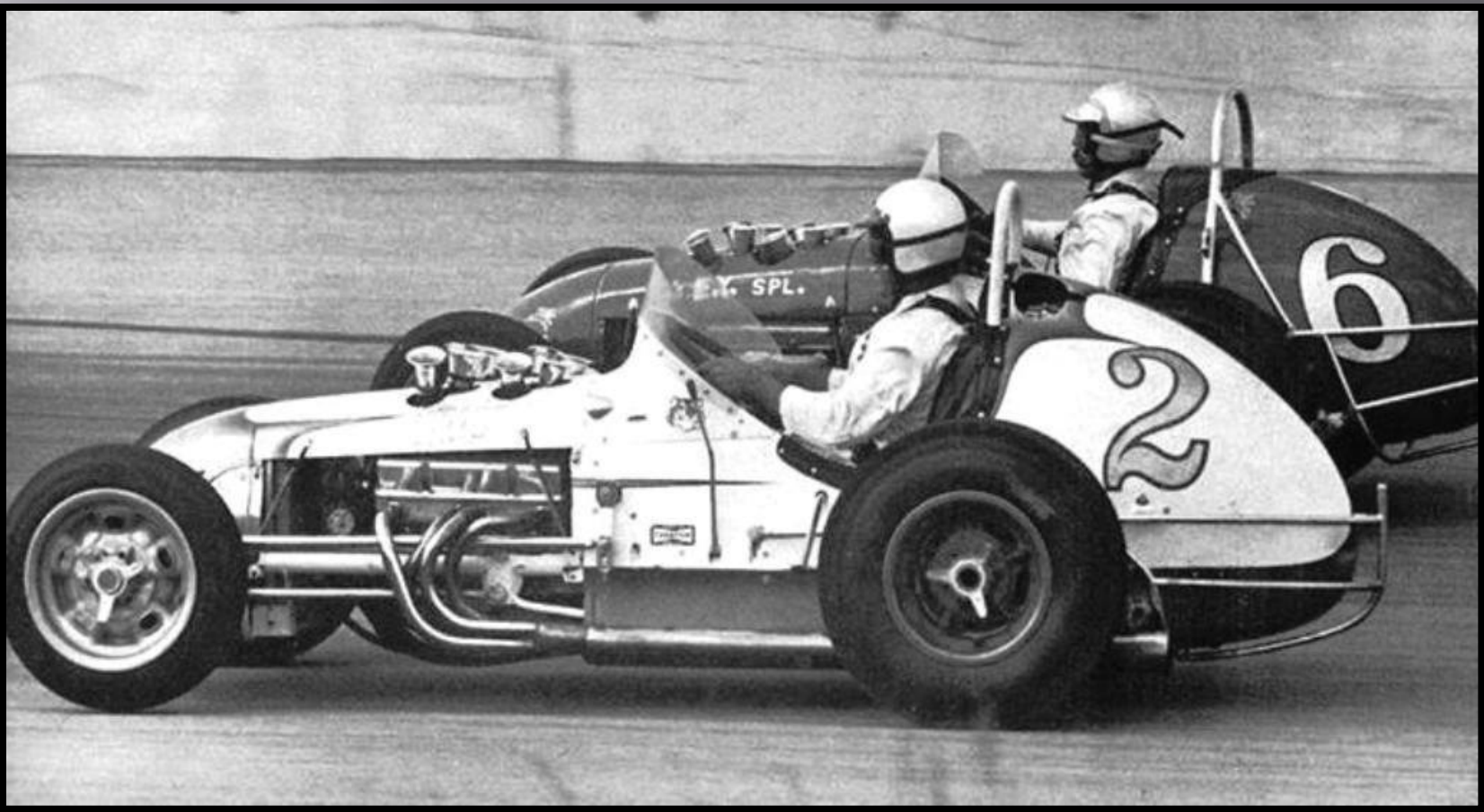
One of the all-time greats,
Super Tex, AJ
Foyt



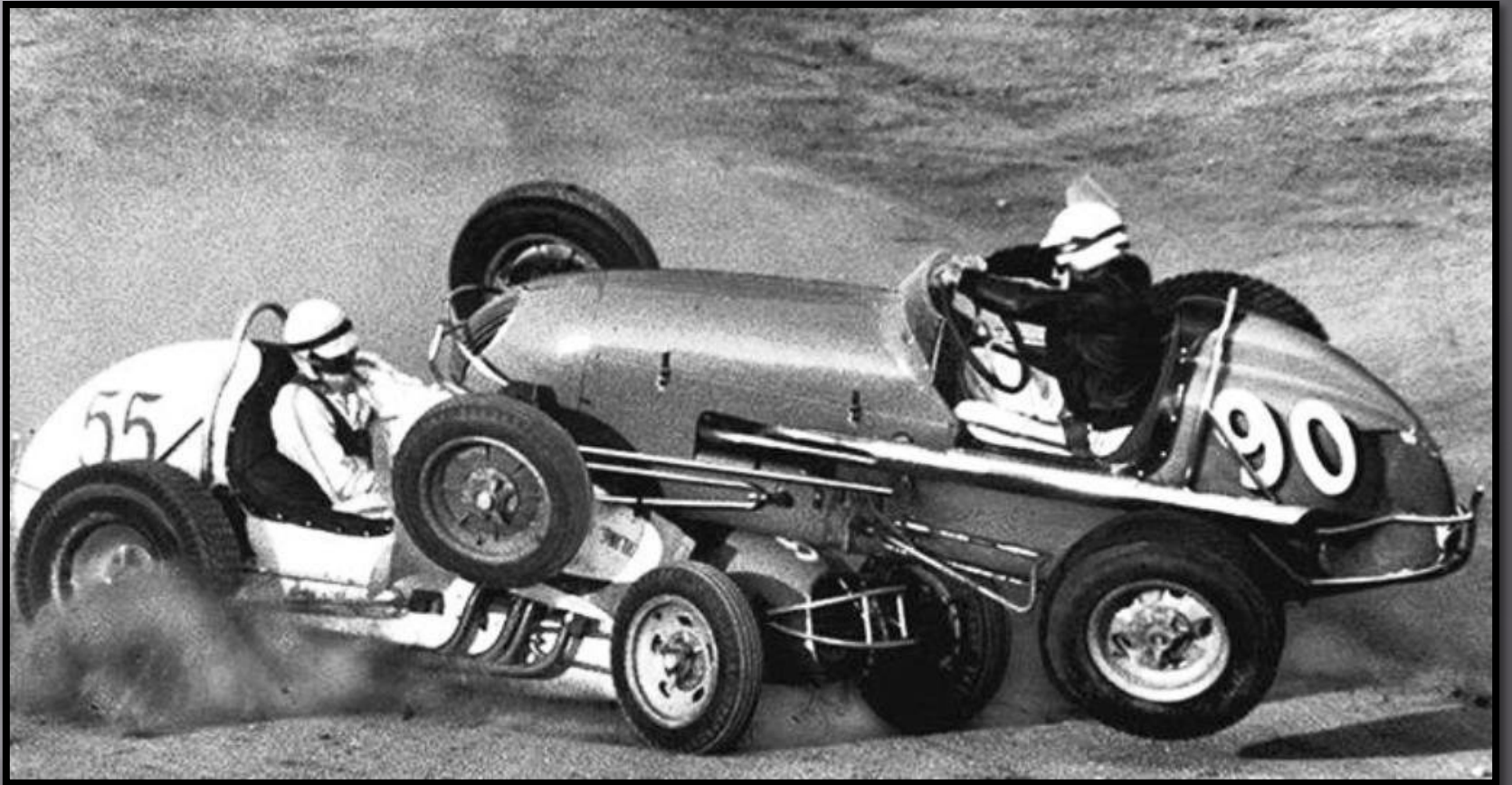
Dana Carter, in the #96. and Billy Casella, behind him, crashed and was the other car upside down. They both tumbled all the way from turn four to one. Dana had some broken bones, and Billy broke his left arm, but both survived. Gene Crucean photo.



A cool shot of Jim Hurtubise by Jim Chini, at Ascot in late 1960. Herk won the first ever USAC race held there on December 5th. Herk was a newcomer to USAC in 1960, but was making his mark. He ran nearly 150mph at Indianapolis, won Langhorne, and was the driver to beat in USAC sprints.



Two American racing legends, A.J. Foyt, and Johnny Rutherford battle in their sprint cars at Indianapolis Raceway Park in 1964. Notice that both cars are running the multi-angled injection stacks on their Chevys. Must have been the hot setup that year.



Roger McCluskey climbs over A.J. Shepard during the first ever USAC race at Ascot Park December 4th, 1960. Remarkably, neither driver was injured. It's sad thinking of the the number of drivers we lost in that dangerous era. More surprising, perhaps, is the number that survived



Larry Rice leads his buddy, Gary Bettenhausen during the 1980 Hoosier Hundred. Larry and Gary started in 7th and 8th place respectively. Gary would go on to take the win, Larry got caught up in an accident.

If you look close you can see the hub extending from the left front, that Gary fabricated to rub on the guard rail when he was running this groove. Photo from the Joseph Ramirez collection.



A photo of Vuky I've never seen. He's posing with the 1953 Indianapolis 500 winner. For 1952 this first roadster was built in a rush, about two months. So, after the steering failed in '52, Travers and Coon went completely through the car in preparation for 1953. They replaced and modified most parts, including the body panels. They didn't like the fit on the original. This car won in '54 as well, with a different color scheme, and a bulge in the hood to accommodate the first ram induction tubes on an Offy. Roger Zellner photo collection.



In this dramatic shot, Roger McCluskey shows how to get around Winchester Speedway in a sprint car. High is fast on Winchester's "Hills"!



The legendary Jimmy Caruthers powers around Terre Haute during the 1975 Hut Hundred. Jimmy was the reigning the USAC National Midget champion.



A cool composite photo of Bobby Unser on the Borg Warner trophy, with his 1968 Indy 500 winning car in the background at the IMS Museum.



Chuck Gurney at Eldora



A spectacular shot of Mario Andretti hard on the throttle! I believe this was during the 1969 Hoosier Hundred. If so Mario qualified 2nd quick, before finishing 6th. In light of today's specialized drivers, it's difficult to imagine that this driver also won the Formula One World Championship.



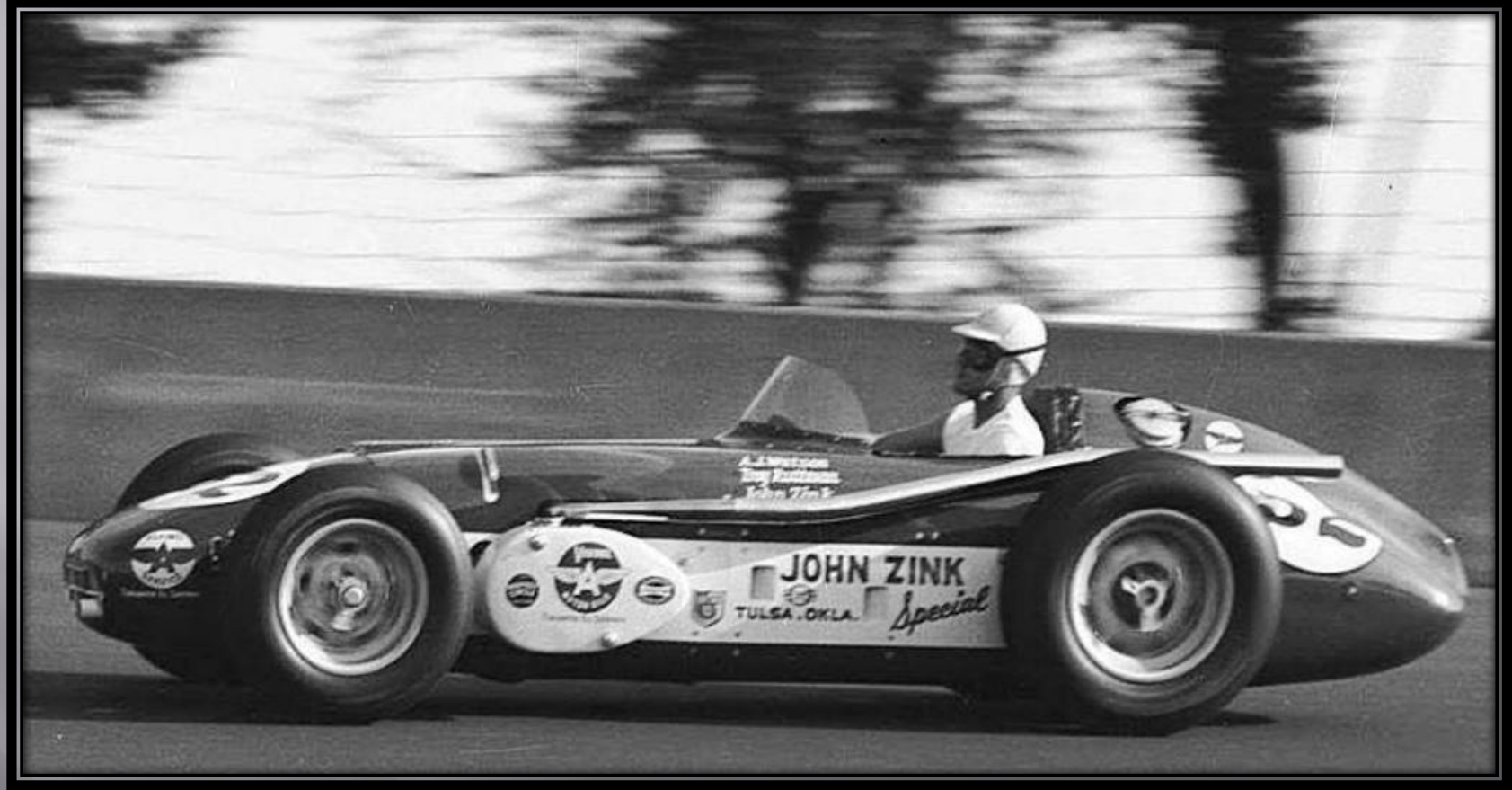
One of the prettiest midgets ever. The Gerhardt Offy, with a young George Snider at the wheel. Photo from Morris J. Caudle and the Midget Racing Facebook page.



A focused, Bill Vukovich, rolls out to practice for the 1953 Indianapolis 500. Vuky would win the pole, and lead all but 5 laps to give the roadster its first 500 victory.



A.J. Foyt on his qualification run for the 1964 Indianapolis 500. He started the race 5th with a speed of 154.672 and led 146 laps to win his second 500. Notice that he's lifting the left front tire.



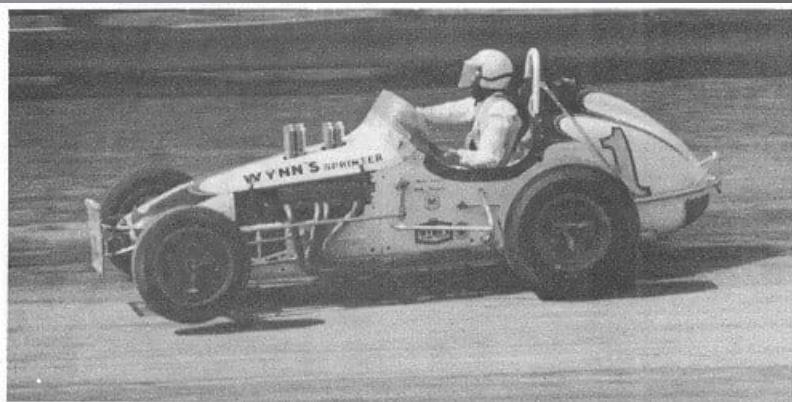
Troy Ruttman at speed during the 1957 Indianapolis 500. Troy started on the outside of the front row in the good looking John Zink Special, an early AJ Watson roadster. Unfortunately, he fell out early, after 13 laps, due to piston failure.



A very good shot of Wilbur Shaw in the legendary Maserati in which he won consecutive 500's in 1939 and 1940, and was well on the way to victory in 1941, when a wire wheel collapsed. We can't forget Wilbur's importance in saving the Speedway after WWII.



Mari Hulman George, and husband, Elmer George, pose with one of Mari's cars during happier times. This must be 1957 or '58, since the car does not have a roll bar. Mari owned a fleet of cars, this was the Championship car. Very good looking and well maintained.



Mario Andretti at Eldora - Al Jameson collection

Mario Andretti at Eldora 🏁



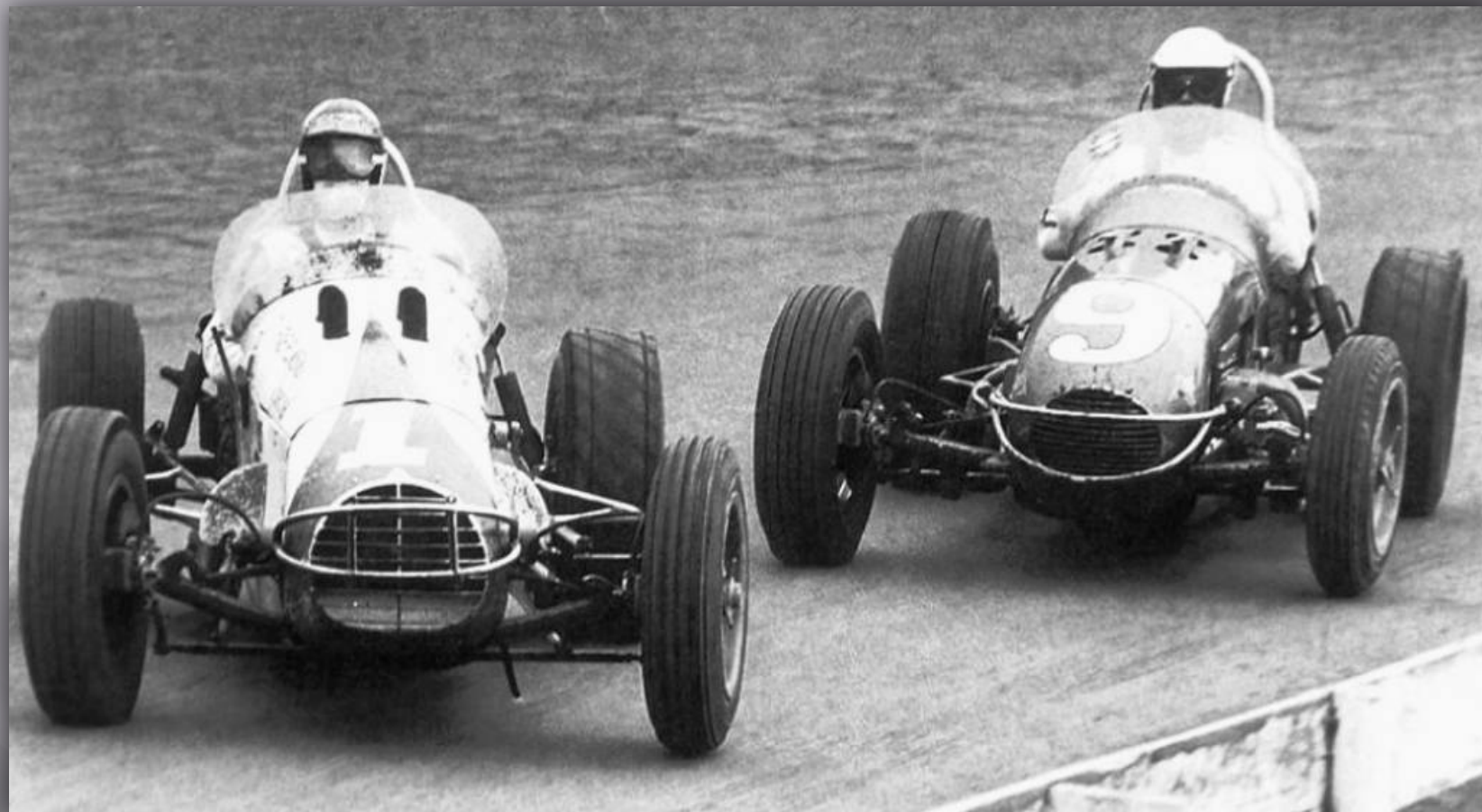
Racing version of finding Elmo, where is the driver from the airborne #27 ? Bert McNeece flipping violently at Denver's Lakeside Speedway back in 1939. Along the way, he was tossed to the heavens. When he came back down atop #44 of Bill Logan & Harold Mainard #19. All of this and only skinned his knee ! from THE MIGHTY MIDGETS by Jack C Fox a Leroy Byers photo



June 1966 USAC race
Rollie Beale #8 & Don Hewitt #21
EldoraSpeedway



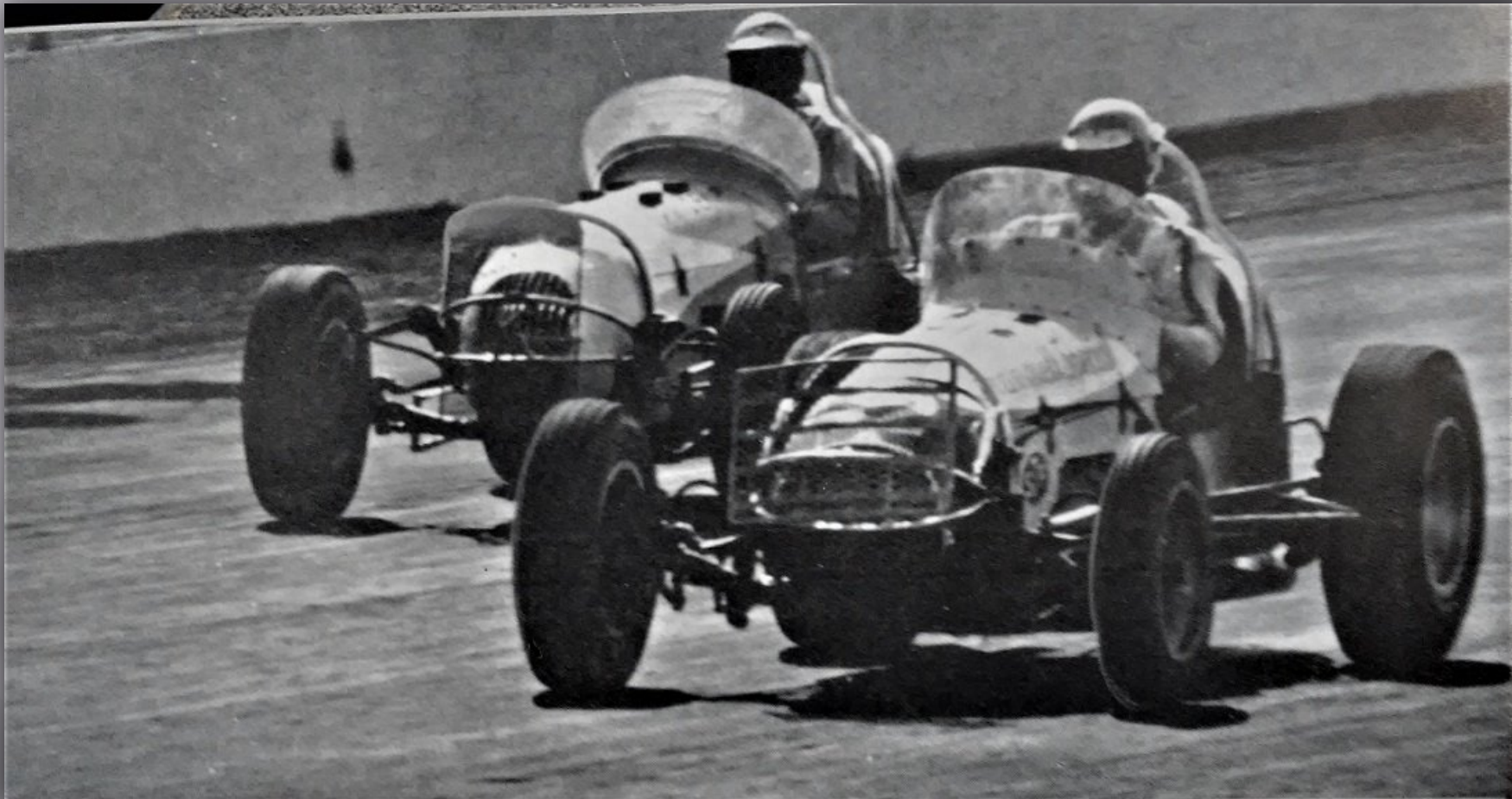
With Andy Granatelli watching closely, Bobby Unser prepares to roll out to practice for the 1965 500, in the four wheel drive Novi. Much lighter, about 400 pounds lighter according to Bobby, and with improved horsepower from the year before, Bobby was one of the quickest all month. Then, the Novi jinx struck. Practicing on the day before Pole Day, Ebb Rose spun in front of Bobby, and with no where to go, Bobby T-Boned him. The car was destroyed.



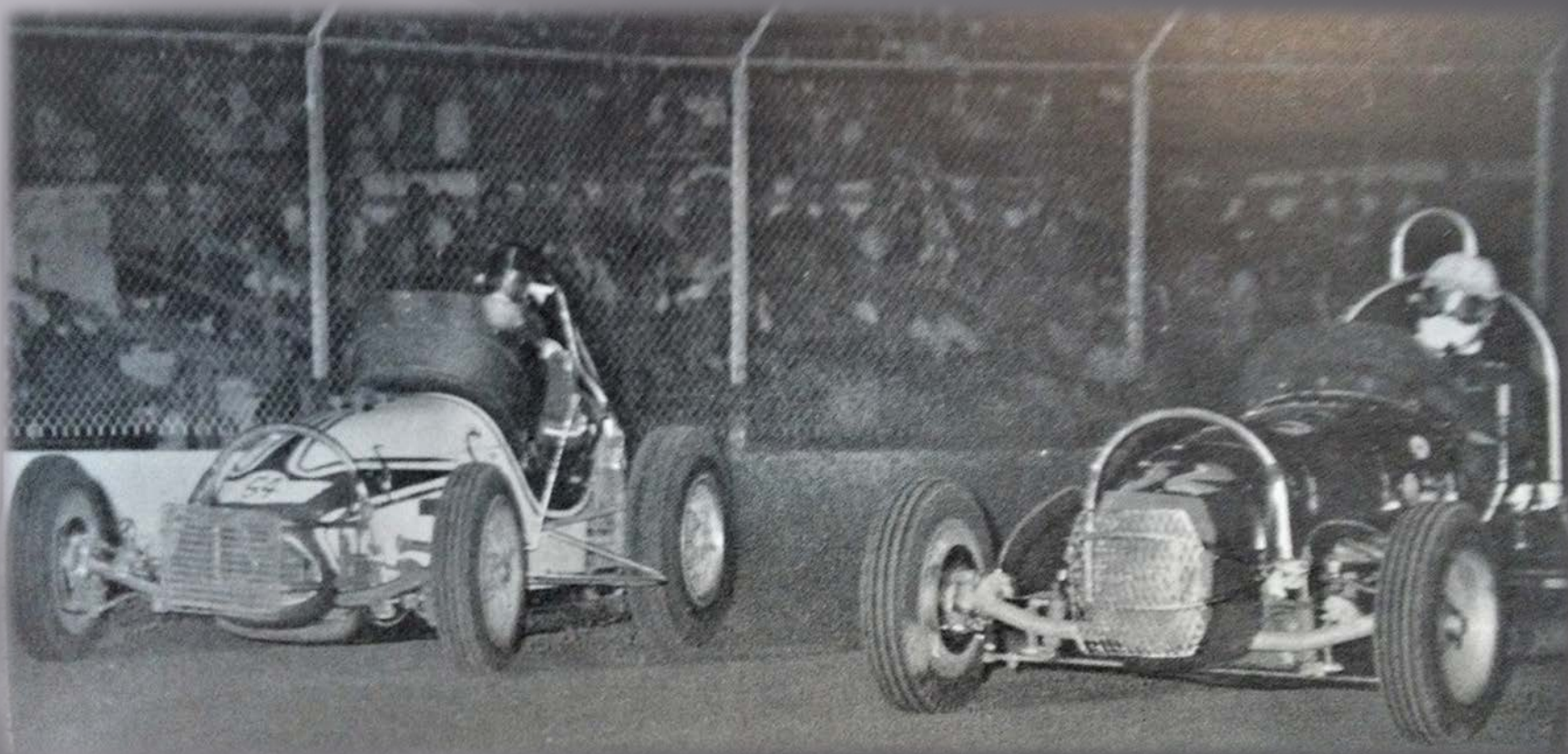
When giants battled on the short tracks! Parnelli Jones leads AJ Foyt, in AJ Watson's sprint car, at Allentown in 1962. This is the way they finished. Parnelli 1st, AJ 2nd.



Bobby Marshman running hard at Indianapolis in 1963. Check out those air trumpets. Bobby started 7th in the sleek Epperly latdown, and was running well until a rear end gear broke 4 laps from the end dropping him to a 16th place finish.



1963 August 22nd Heat action at the Iowa State Fair: Last lap, Jim McCune in the Price Chevy #88, Curly Boyd running the pole in the Brummel Chevy #12 Racing to the Checkers. Jim won this battle by a nose. Top 3 in the feature: Jerry Blundy, Buzz Barton & Jim McCune



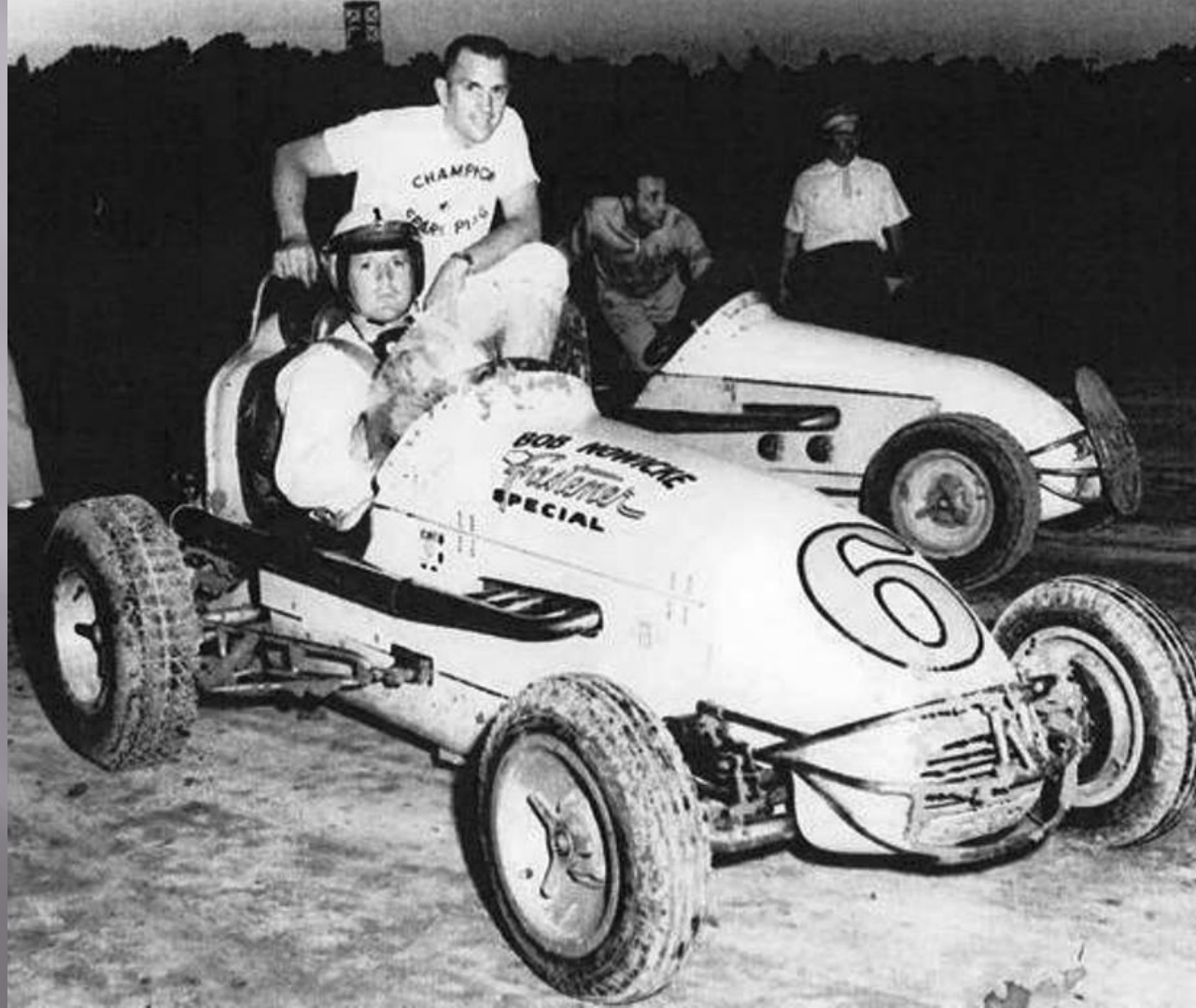
1963 August 15th Don Brown from San Fernando, California (and CRA) racing at the Wisconsin Valley Fair. Storming into the 1st turn Don won this heat race in his #54 Chevy beating the Minnesota twins = Jerry Richert & Jerry Daniels, Ron Erfurth & Don Schmitt in the #32 Offy
1964 IMCA Yearbook



A dramatic overhead shot of fan favorite and hard luck driver Lloyd Ruby, at Trenton for the 1965 100 mile Championship race. He's driving the Halibrand-Ford that he ran at Indianapolis that year. This shot was used on the cover of the Sports Illustrated Indy issue.



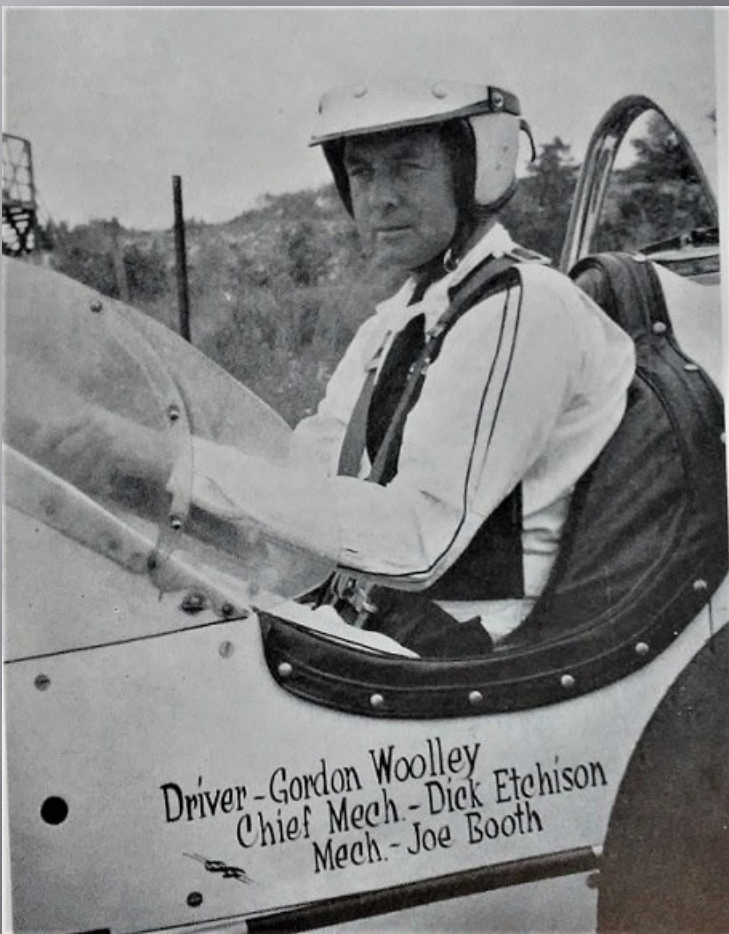
Classic racing in the big, Championship cars. Ronnie Duman squeezes between Jim McElreath on the bottom, and Carl Williams on top, at Springfield in 1967.



A young AJ Foyt
in the famed Bob
Nowicke midget.



May 1963 Al Sweeney, race fan, collecting autographs in the Gas Alley. At the pen is 4 time IMCA Champion Bobby Grim, waiting his turn is defending Indy winner Rufus Parnell Jones. Parnelli started in CRA & IMCA sprint cars. I bet Al had quite a nice collection of autographed flags. from the 1964 IMCA Yearbook



Gordon Woolley in the famed Weinberger #1. This was a Championship Victory like no other, as Gordon used 5 different cars and car owners to achieve it ! Starting in Tampa with "Mighty Mouse" Chet Wilson's "Offy Killer" #25 winning the 1st race of the year, then switching to the Shephard-Colvin "KEY" #3 with a California CRA detour after Tampa, including a victory at famed Ascot, then on to the Goodrich #67, then a return to the to the "KEY" #8 (I believe the same car as the #3), a 6th at Topeka in the Don Brown #54 and then rapped up the season in new Weinberger #1. Gordon used 5 Chevies in route to the 1st Chevy Championship !



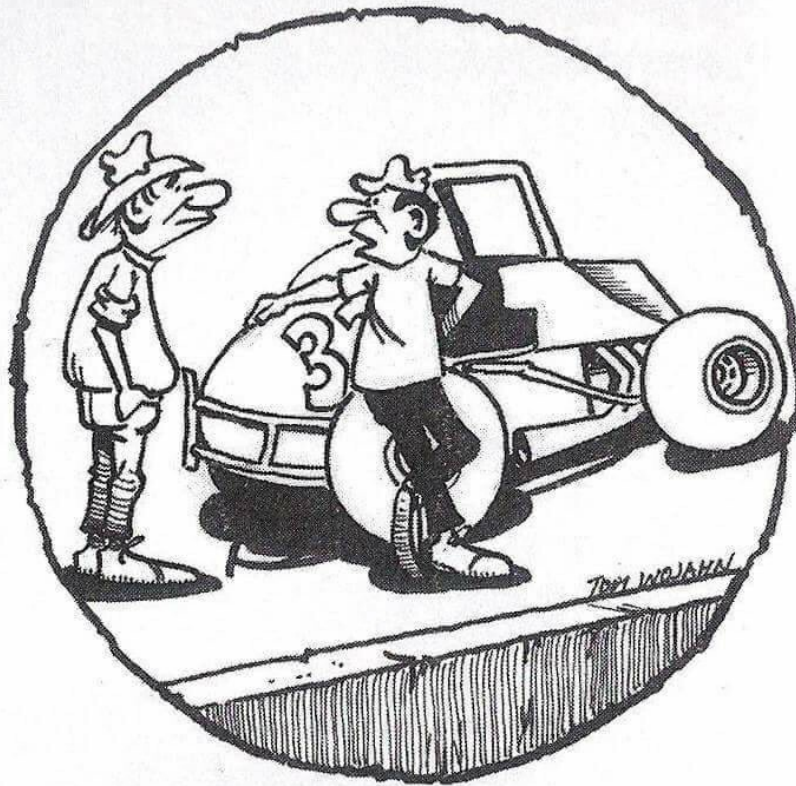
We might have shared this story before, but it's too good not to share again: Andy Granatelli was a larger than life promoter unmatched in auto racing. John Leming has this story about a personal encounter he had with Andy: "Andy was a real piece of work. My summer time job in high school was lifeguard at the Speedway Motel. Part of our duties included valet service, delivering laundry to the rooms. In May of '69 Andy had adjoining rooms, one to use as an office and the other to sleep. I delivered his laundry one day and Bobby Unser was sitting with Andy on the office side, the door was open, I knocked and Andy hitched his thumb at the "closet". I hung it up and did a little hitch step as I passed by Andy. He ignored me. I was almost to the door when Unser said, "Andy, you cheap SOB, give the boy a tip". Without batting an eye, Andy grabbed a copy of his then new book "They call me Mr. 500" from a stack of about 30 beside his desk and handed it to me. Hahaha! Unser cracked up and I could hear him giving Andy a hard time as I walked back towards the office. About 2 hours later, I was sitting by the pool and Andy walked up and handed me \$2 without a word and walked away. I still have that book and regrettably was never able to get it signed. Andy used to go to the memorabilia show at the fairgrounds after he watched the parade on Saturday sometimes. The times I remembered to take the book with me he never showed up, when I didn't have it he always showed. I've read the book at least a half a dozen times over the years."



Young, eager, Bobby Unser, sits in the big Novi during practice for the 1963 Indianapolis 500. Rookie Bobby had tried a couple of other cars that year, but could not get them up to speed. Andy Granatelli reluctantly agreed to give Bobby a shot in the Novi, at the insistence of Parnelli Jones. It was a perfect match. Bobby put the car in the field with the 12th fastest speed, although he did crash out on the second lap of the 500. A lot of detail to pick out here. Note the guard to keep Bobby's elbow from contacting the right rear.



"The Wild Child" Jac Haudenschild



**"We've crashed four times,
blew three engines and been in
two fist fights but we expect to do
better in our second race."**



A nice shot of Sheldon Kinser in one of the good looking, Grant King built, "Genesee Beer Wagons" on the high banks of Winchester, 1977. Sheldon was a six-time starter at Indianapolis, and a three-time USAC National Sprint Car champion, 1977, '81, '82. By Sheldon's time, it was getting difficult for a short track racer to get to Indianapolis, but he demonstrated that, with talent, it could still be done. We lost Sheldon to cancer on August 1, 1988. Photo from Darin Winebrenner.



A unique shot in the moments leading up to the start of the 1969 Indianapolis 500. Tony Hulman, standing in the back of the Camaro pace car. A.J. Foyt on the Pole. Mario Andretti, who would win the 500, next to him. Bobby Unser, the other front row occupant, holding back slightly. A beautiful sight. Steve Shunck collection.



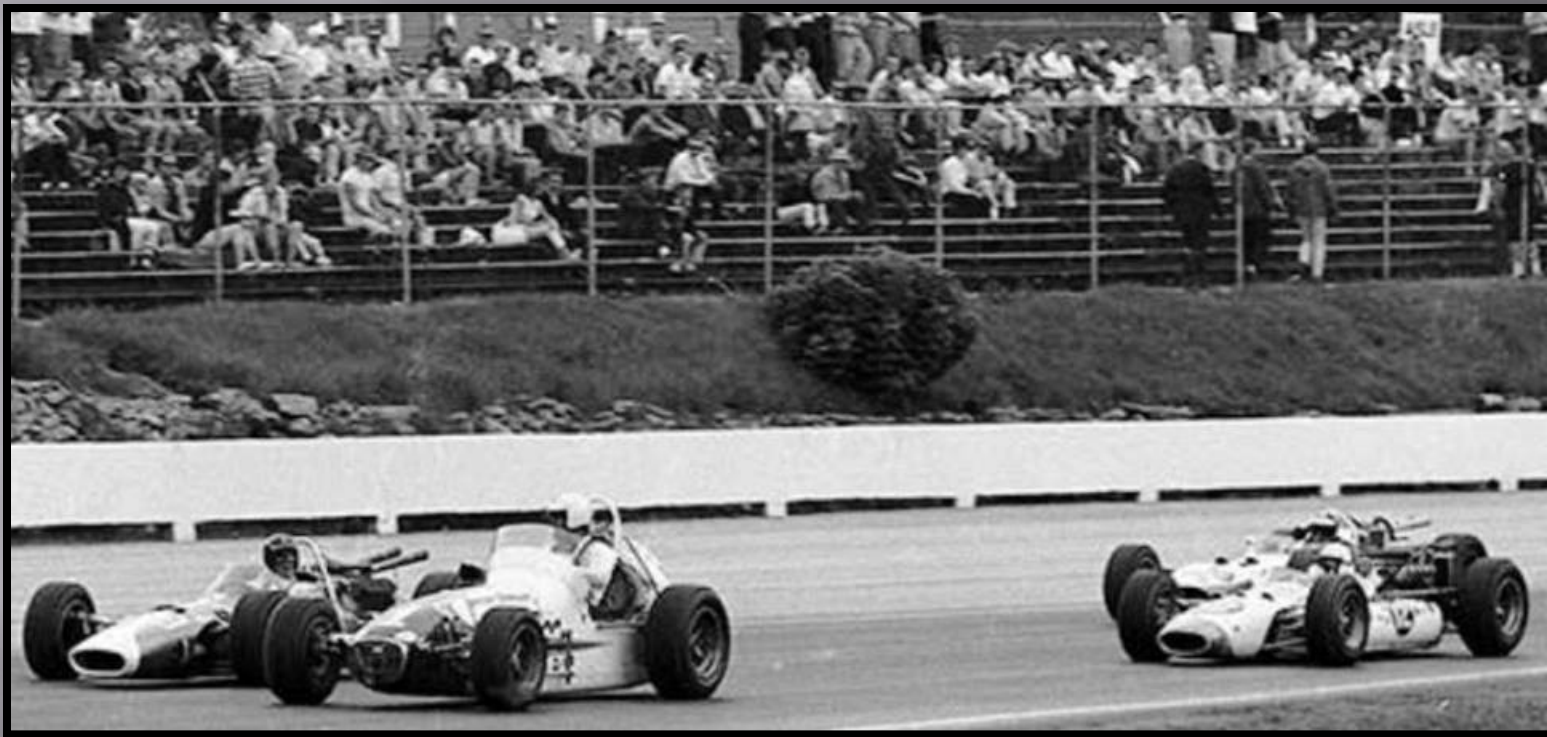
A unique shot of a group of Unsers at Milwaukee in 1958. That's Jerry Unser in the cockpit of the Sumar #18, getting ready to practice for the August 24th 200-miler. Jerry's twin brother, Louie is by the right rear, and that's Bobby leaning into the cockpit. Bobby was five years away from his first Indianapolis 500 start. Jerry, had gone over the wall at Indianapolis that May, in the Pat O'Connor crash. And the following May he would die of burns suffered in a crash during practice. Photo from Randy Cook.



After completing LeMans – the film, Steve McQueen never raced again.

When he went to Mexico, for his final days of battling cancer he took one thing with him.

A copy of the film LeMans – He shared the film with other patients.



A unique shot of A.J. Foyt and Dan Gurney jawing on the pace lap at Milwaukee in 1965. This was the year that A.J. famously put his dirt car on the pole, when his rear engine car was not ready. A.J. fought the good fight in his Meskowski/Offy to finish second to newcomer, Gordon Johncock in a rear engine machine. Mario Andretti is behind A.J., with Lloyd Ruby next to him. Wonder what they're talking about?

© AL CONSOLI



An incredible
Al Consoli
image of USAC
National sprint
Car champion,
Larry Dickson,
in action at the
Reading
Fairgrounds
Speedway in
1969.



Tom Murie & his 4 port Riley Big Car.
from the Al Murie Collection at Kansas Racing History



Howard Keck was the wealthy oilman who as the car owner was responsible for giving Jim Travers and Frank Coon the freedom to develop the first Indianapolis roadster and having the sense to put Bill Vukovich in it. But, few people know what he even looked like. That's him, the third from the left, next to Frank Coon, after Vuky's 1953 win. Keck's team had some of the best people working for him. There's Jim Travers, he's on the far left, and Frank Coon, second from the left. Herb Porter is on the far right. Stu Hilborn, although I can't identify him, was always a part of the team. Howard Keck is renowned as the only 500 winning team owner, who also had a horse that won the Kentucky Derby.



A beautiful head on shot of Parnelli Jones in the STP turbine at Indianapolis in 1967. The camera on the roll bar indicates a practice day. Check out the crowd it drew! Photo from the Steven L. Manning collection.



An incredible shot of the old pro, and the rookie. Don Branson holds off a charging Mario Andretti, who's tossed his car way out of shape at Sacramento in 1965. Don had out qualified Mario for the pole of the 100 miler, and went on to take the win. Mario finished 3rd behind A.J. Foyt.



Red Forshee's #84 at Des Moines in 1964. Harvey Shane was the driver for Red on this day at the fairgrounds. Look at how new those pit banners look ! HarveyShaneBSPhoto.



A beautiful shot of the legendary Jimmy Clark coming at you at Indianapolis ,1966! Many still believe that this driver/car combination actually won the 500 that year.



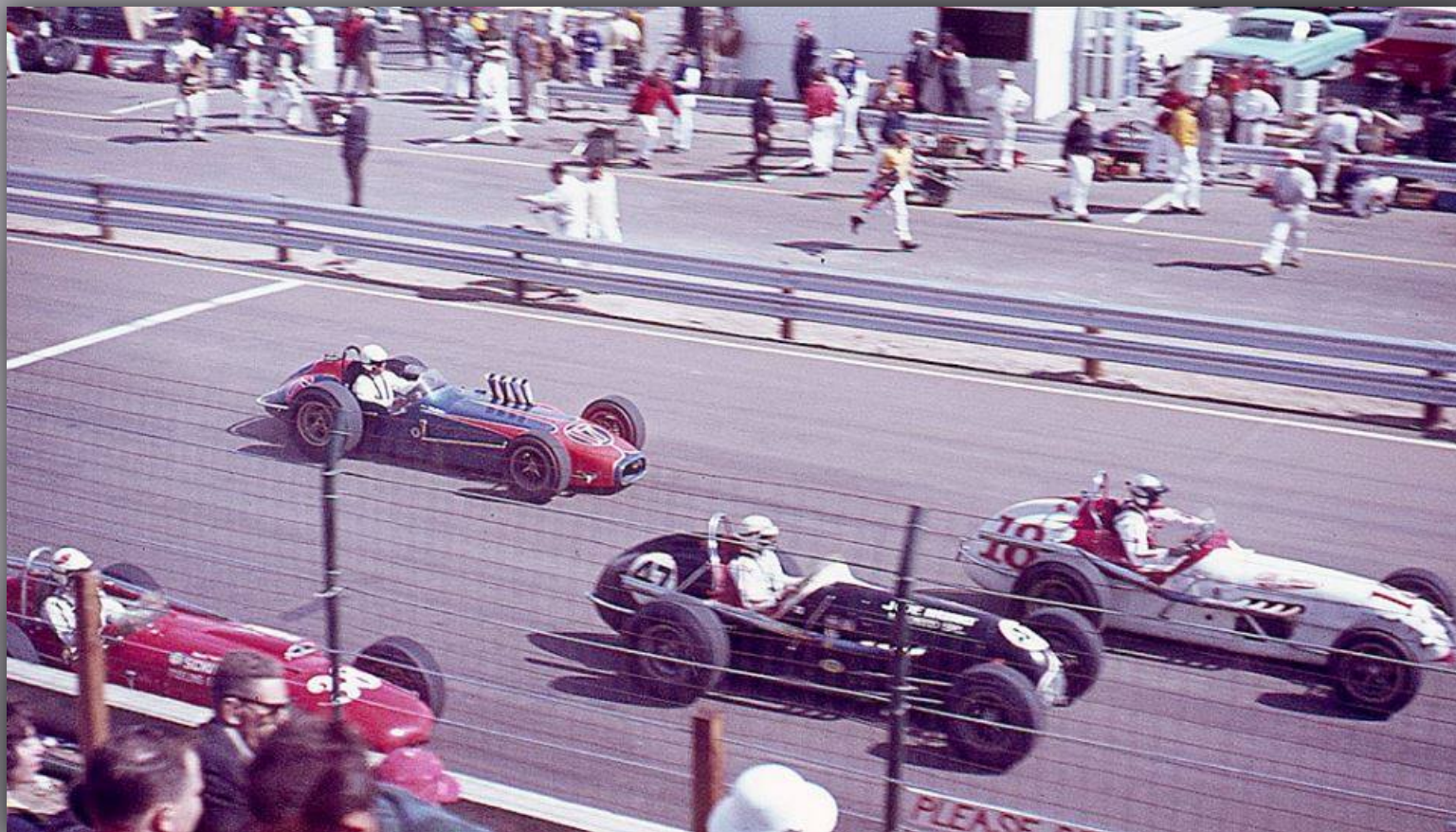
A nice shot of Johnny Rutherford in his rookie ride at the 1963 Indianapolis 500. A great future lay ahead for this "kid"! It took him 11 500's to finish his first 500, but it was a good one. His first of three 500 wins in 1974. James Chini photo.



A group of the world's best drivers charge into turn one after the green at Milwaukee for the 1970 Rex Mays Classic. Mario Andretti in the #1. AJ Foyt in #7. Al Unser Sr, recent 500 winner, in #2. Bobby Unser in the #3, red and white car. Gordon Johncock in the orange #5. Johnny Rutherford in the #18. Joe Leonard towards the back in the #15, would take the win. The first 7 drivers in this photo, represents 17 500 wins! Little wonder Indy Car racing was so popular in that era. Tom Trettin photo.



Don Hutchinson tow rig
remember when poles were for spare tires? ...and you hoped that you
didn't need the bottom one.



Under a bright, Arizona sun, Lloyd Ruby in the Bill Forbes Racing #18 leads this group of cars at the 1964 Phoenix 100. Jim Hurtubise is in the Joe Hunt #47, Bobby Marshman in the Hopkins laydown, and Johnny Boyd near the fence. Beautiful, unique cars. Charles Fawcett photo



Gary Bettenhausen goes high, pushing towards the wall, at daunting Winchester Speedway, to get around Lennie Waldo in 1980. This was long after Gary messed up his arm at Syracuse. It was practically useless, but it didn't slow him down!



1955. Belleville, Kansas
young Bobby Grim, a lean
Hector Honore & his Black
Deuce, They haven't won
an IMCA Championship
yet, but they are on their
way. Notice the bandana
Bobby is wearing, standard
face protection & air filter of
the day.

Photo from Bob Lawrence's
Kansas Racing History



Some great Terre Haute, USAC sprint car action, between some great racing names! Arnie Knepper runs up high, while Bobby Unser, in the #3, fights to hold off Larry Dickson, with Mario Andretti trying to duck under them both on the rail. Tracks like this, and cars like this, created stars!



The incredible Mike Mosley in the beautiful 1981, Pepsi Challenger Eagle. Mike put the Chevy powered car in the middle of the front row at Indianapolis, but fell out early with radiator problems. A couple of weeks later, Mike had trouble qualifying at Milwaukee, started 25th in the 26 car field, but charged to the front, and put a lap on the entire field to take the dramatic win.



Here's a long forgotten, but fascinating car. The crew of the Motor Trend Magazine Special, works on their 1951 Indianapolis 500 entry. A Koehnle chassis, the car was powered by a highly-modified, GMC straight six engine. With overhead cams, 12 intake ports, and fuel injection, it was a hot-rodder's dream. Bill Cantrell, an excellent California midget racer, was the driver. It missed the show, but it exemplified a special time in American racing, when even a backyard mechanic felt as if he had a chance at the greatest race in the world.



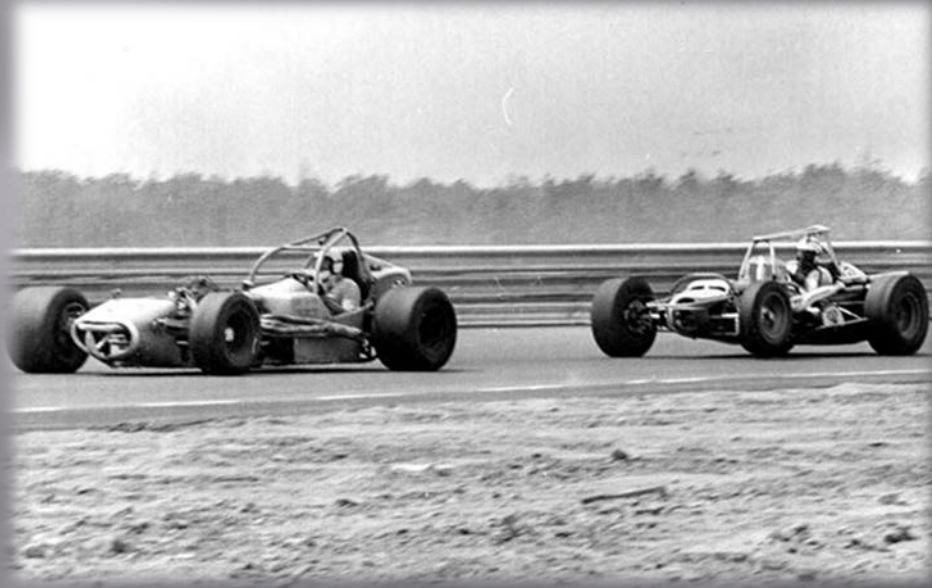
AJ in the Delrose Holt Championship dirt Car, at the Hoosier Hundred. .



Here is a ride you wouldn't forget !

Charlie Masters, just married, going very fast in a USAC race at IRP May 18th 1974. Mel Cornett in the 98 tight against the wall.

Cal Lane Collection, Tom Dick Photo@ Coastal181



Fearsome looking Supers under power at Pocono in the 1970s (maybe 1969 the year Pocono opened. There isn't even grass or weeds in the infield yet.)
Masterful Jim Champine is chased by versatile Neal "Terrible Tooley" (in what looks like the Nulls Special that Tom York drove).
Photo from the North East Motor Sports Museum



An exciting shot of Al Unser and A.J. Foyt going wheel to wheel, battling hard during the 1970 Hoosier Hundred! Great stuff when the big boys ran the dirt. Al would win, with A.J. in 3rd. A surprising Ralph Liguori, in a 6 year old car, got by AJ for 2nd, right at the end of the race.



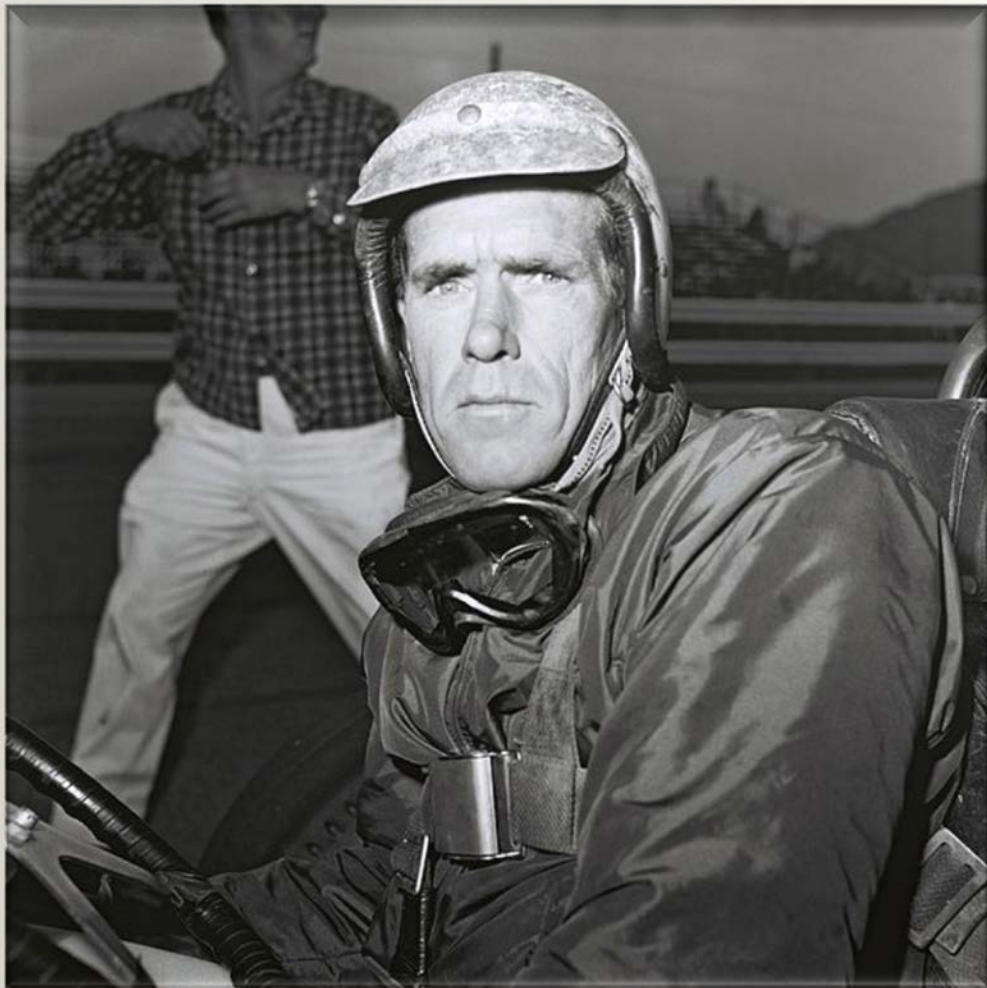
The great Don Branson celebrates after winning the feature at New Bremen on August 16, 1964. Driving Jud Phillips' Offy, Don beat a charging Mario Andretti under the checker, with Jud Larson a close third. Wonder what's going through the young man's mind?



3 Kids, 2 race cars & 1 trusty dog ! Period piece photo.



Louie Meyer's beautiful Miller, winner of the 1928 Indianapolis 500. Constructed with jewel like precision, and with immaculate craftsmanship, the Millers were some of the most beautiful race cars ever produced. This appears to be a painting, but is a Richard Pardon enhanced photo, shot for a Road and Track Magazine article.



Colby Scroggins



Pete Folse & Hector Honore at Sedalia, Missouri 1960. Pete wore flashy clothes, partied with the best of them. He also won 3 straight Championships & 111 features in the Black Deuce. Hector wore Bardahl T-shirts and won 7 straight Championships with the Black Deuce. Lou Ash photo.



A great head shot of Red Amick. A 1959 500 Mile Race decal on the side of the roadster.



Jack Rounds flipping his sprint car on the second lap of qualifying at Terre Haute Speedway August 21st 1960. Rounds escaped without any major injuries.

Photo Associated Press

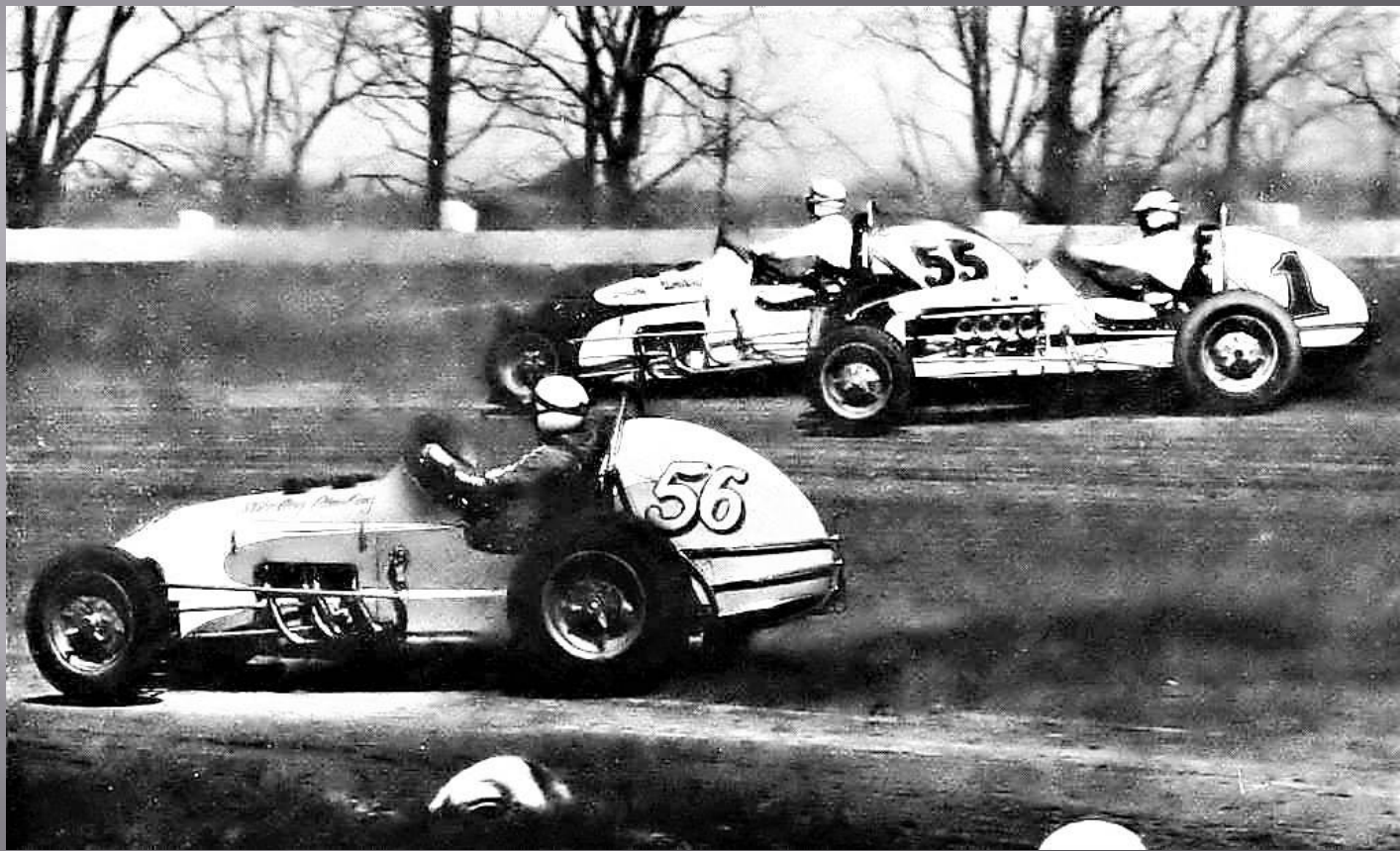


A unique shot of the 1970 Indianapolis 500 front row. AJ foyt on the outside seems to be looking over at Al Unser on the Pole. Al seems to be glancing back at him. Johnny Rutherford is between the two, in his four year old Eagle, modified by Mike Devin. Al just barely beat JR for the number one starting spot. There are 11 500 wins represented in this shot.



Daniel Sexton
Gurney 1931-2018
Dan passed shortly
before noon, January
14, 2018 due to
complications from
pneumonia..

When asked who
was the one driver
he most feared, Jim
Clark replied –
“Dan Gurney.”



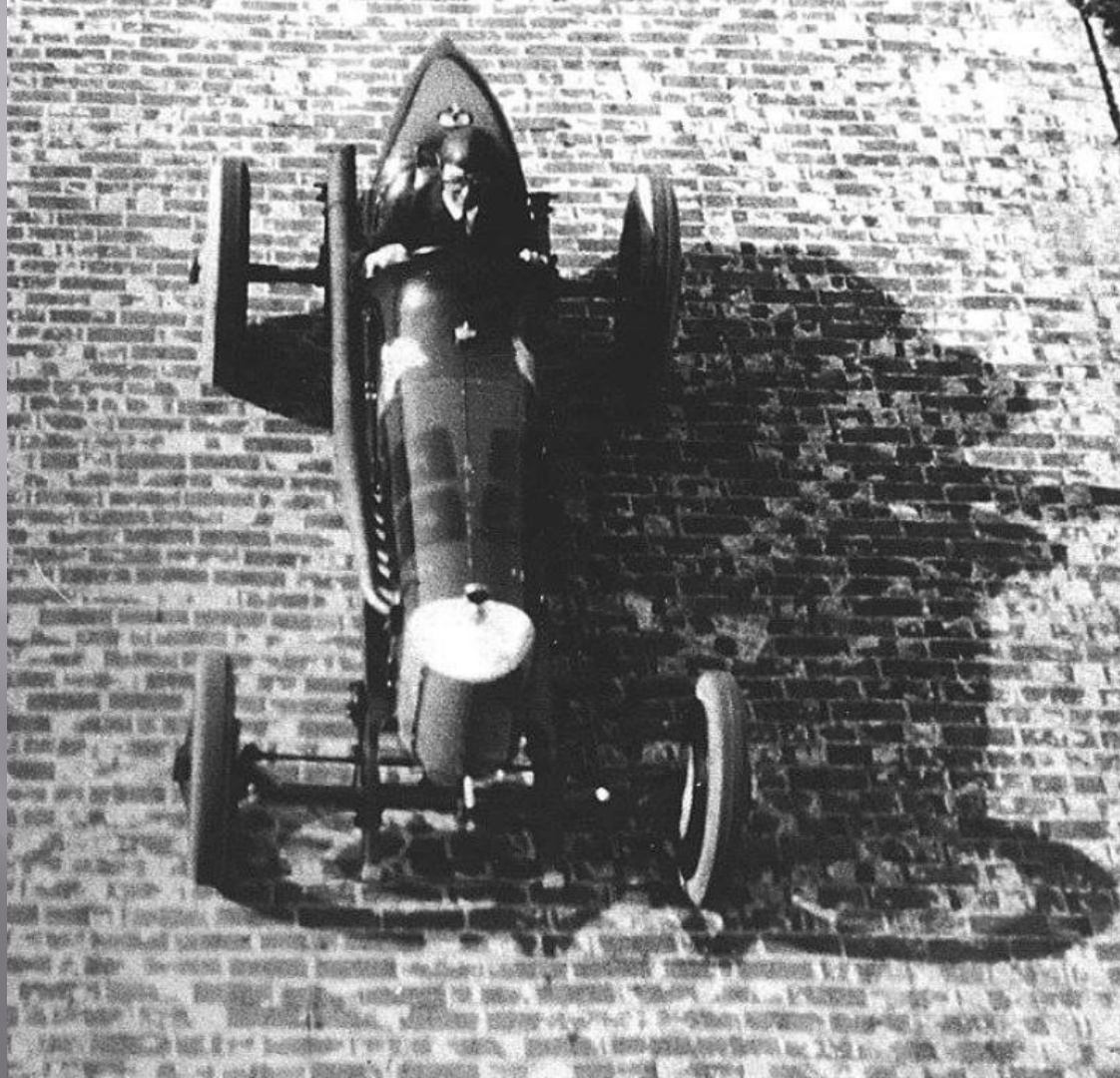
Chevy versus Offy or A.J. vs A.J.: Jim Hurtubise in his famed #56 Chevy takes the low road, as he battles A.J. Foyt in the #1 Offy using up all the room available. A.J. Shepherd is looking strong in the #55. This is Williams Grove, April 23, 1961 Foyt 5th, Shepherd 9th, Jim stalled DNF.



Weekend Winner! 
"The Brownsburg Bullet"... Joey
Saldana



Bill Vukovich back in the garage after he won the pole for the 1953 Indianapolis 500. He finished the last two corners with rain sprinkling down, and blasted down the main stretch in a downpour. Jim Travers, his mechanic, said, "He was throwing such a rooster tail that it obliterated the car! Our hearts were in our throats." You see in this photo that his shirt is soaked. Afterwards, Vuky ribbed other drivers, especially Tony Bettenhausen, following their qualifying runs with, "I can run faster than you can...in the rain!" Tom Reel photo.



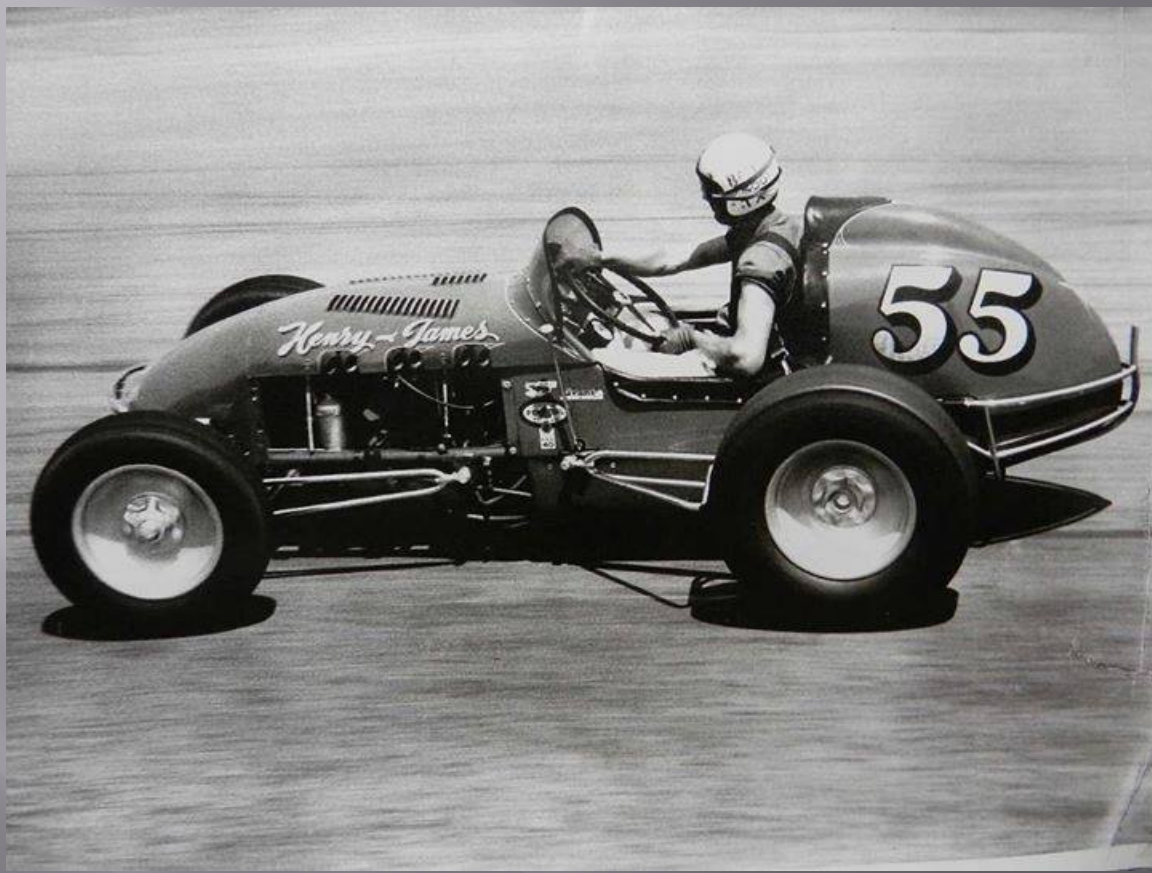
Spectacular
overhead shot
from the 1926
Indianapolis 500.



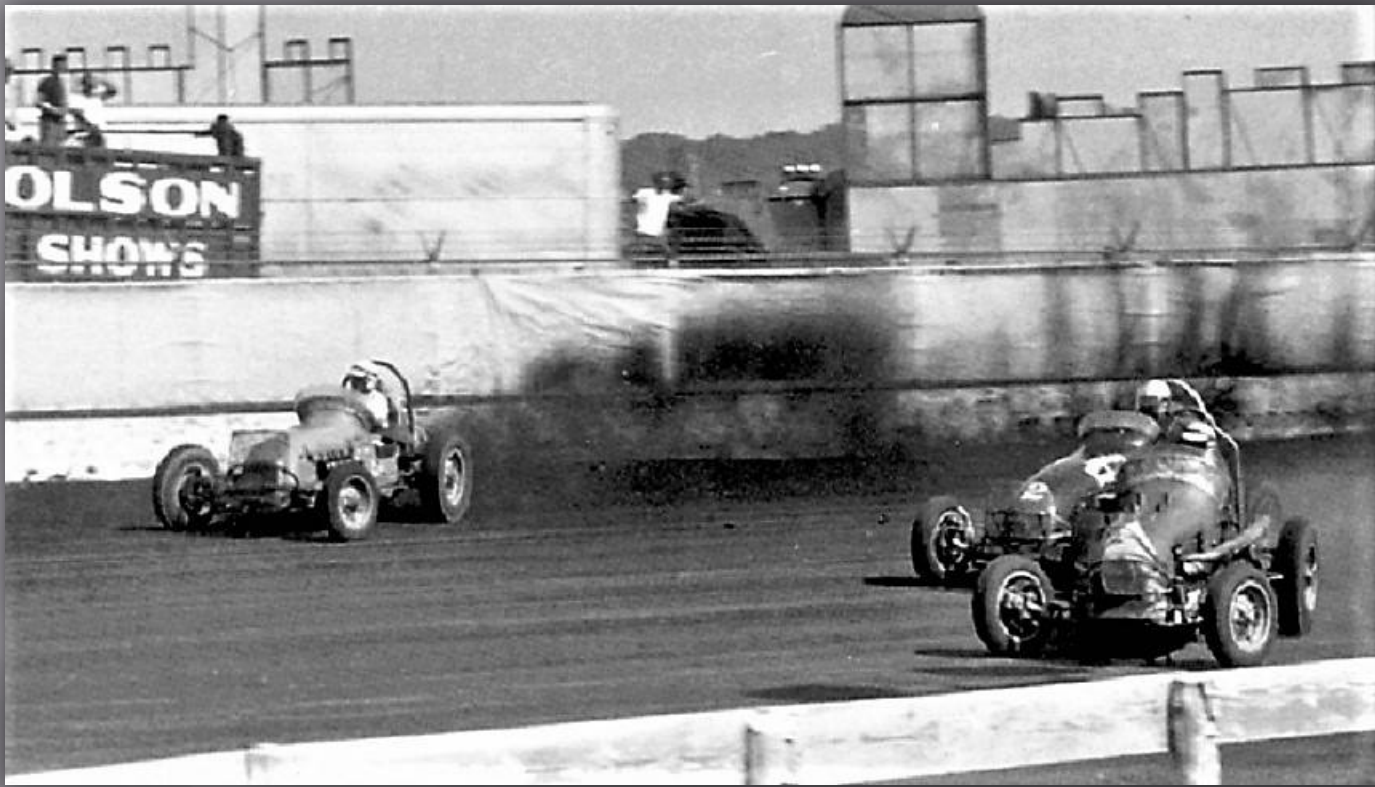
A unique photo of 1934 Indianapolis 500 winner, "Wild" Bill Cummings, on a beauty of a Harley at Indianapolis. A little known fact is that "Wild" Bill, raced in the first Daytona 200 Motorcycle race in 1937 on the beach at Daytona. We have not been able to determine his finishing position from the sketchy records. This shot is in front of Beal's dinner at the Speedway. A favorite eating spot for racers.

37646
Harley-Davidson
Co. Milwaukee, Wis.
Indpls. Ind.

BILL CUMMINGS, 1934.



Jack Rounds in the Henry & James Special at Riverside International Raceway, Labor Day 1958 CRA race. The car was Built & owned by Jim Yoshida & Hank Higuchi. Their powerplant of choice was a GMC straight 6 with a Wayne Head. They won the 1957 CRA Championship with Bill Cantrell behind the wheel.



Pete Folse in Honore Offy #2 and the ill-fated Al Chamberlain his own Chevy #55 duel downstairs while A.J.Shepherd in Dizz Wilson's Offy hammers the outside at. Des Moines 1960.



A good shot of Mel Kenyon in his famous midget, Herbie. With Herbie, Mel won an incredible 54 features in 4 years! Pete Kalenick photo from Vaughn Kenyon.



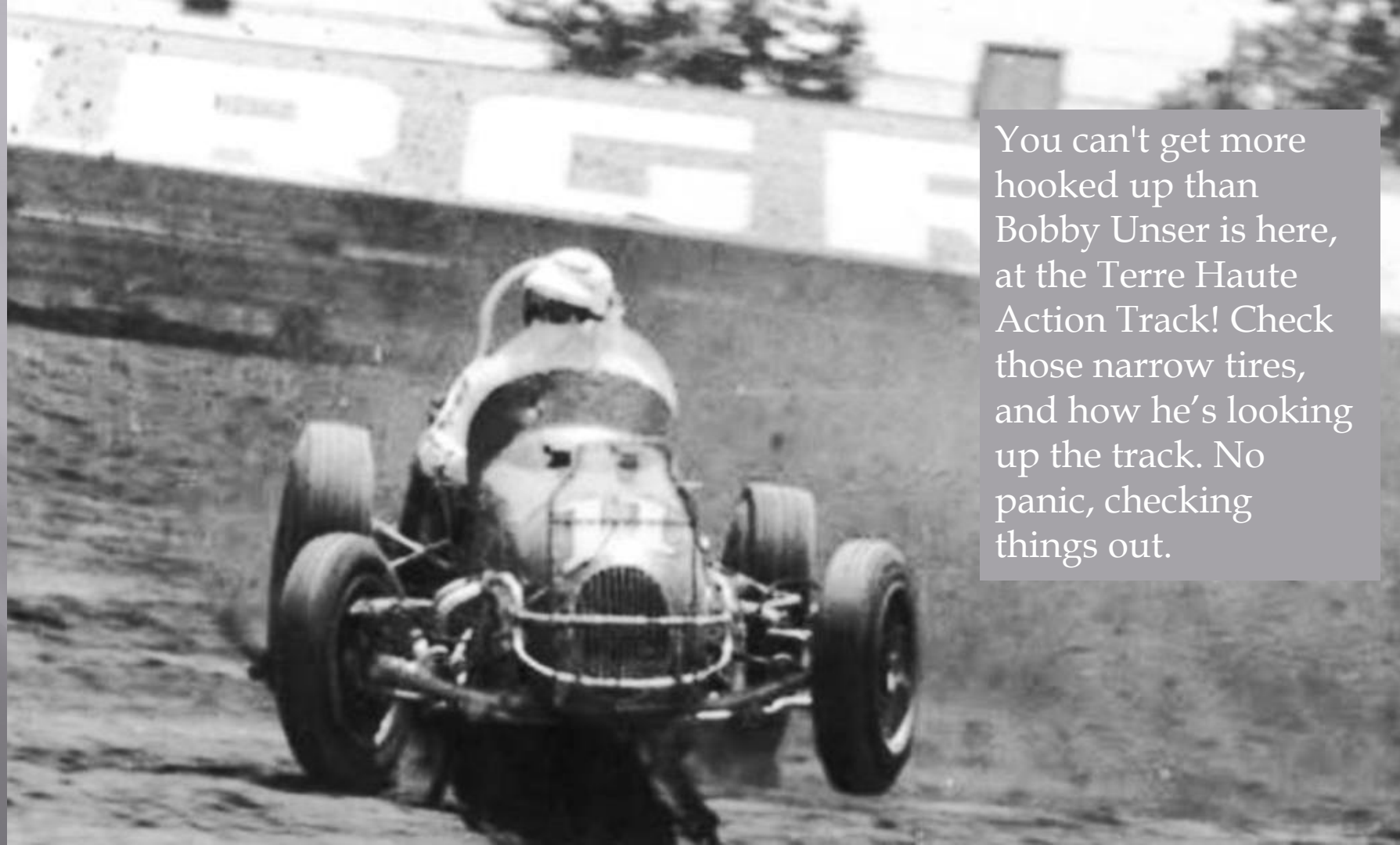
Johnny Rutherford chats with car owner/builder Wally Meskowski at Eldora in April 1966. Johnny would go out, get pounded by a rock and go flying over Eldora's fence. The result, two shattered arms. A great Ken Truitt photo.



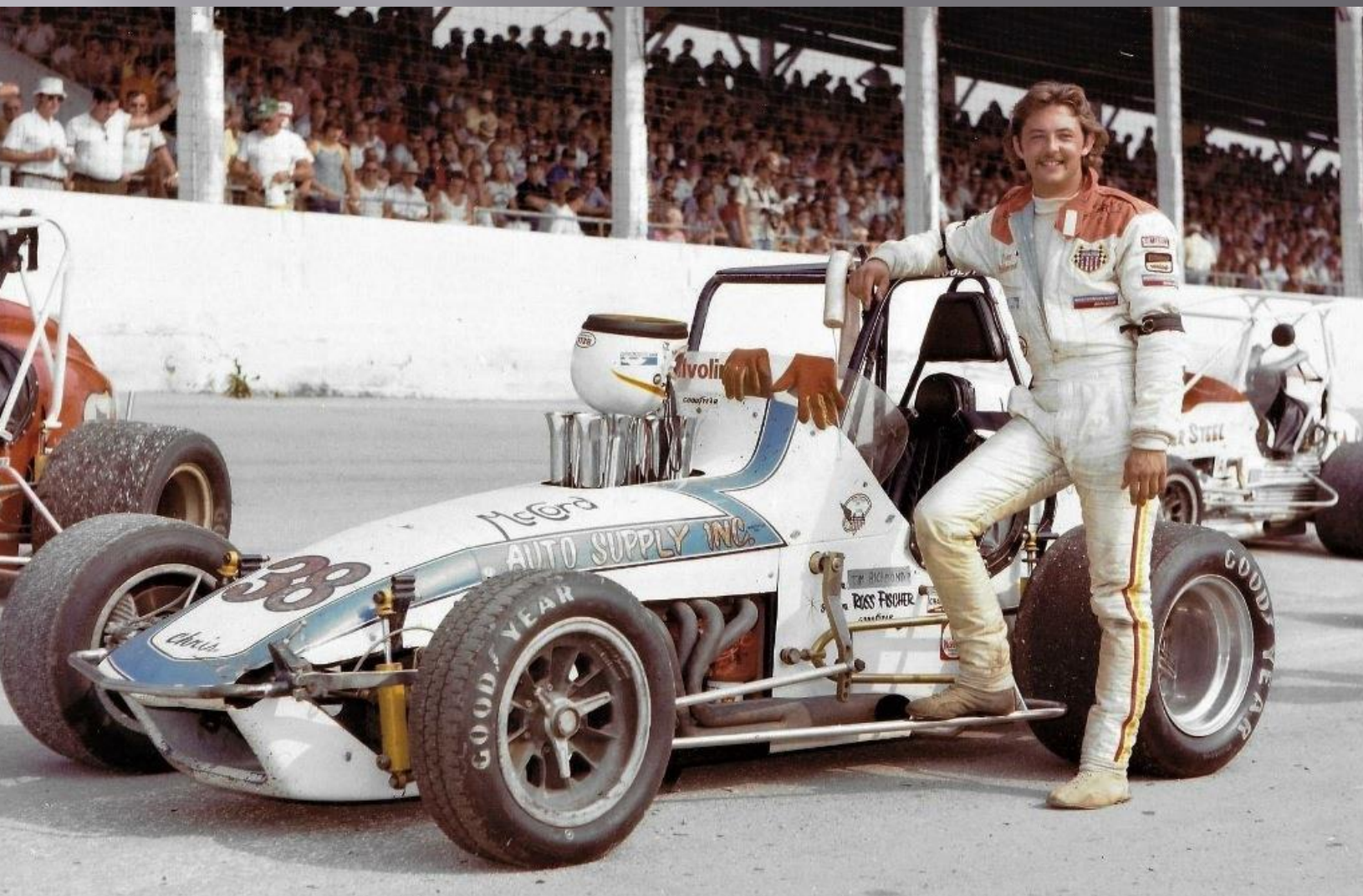
Parnelli Jones ready to run the good looking Leader Card midget at Kokomo in 1961. Parnelli was so versatile, he ran and won in just about everything! Parnelli would win 25 USAC midget features, without turning his full attention to them. Ralph Wilke, car owner on the far left.



AJ in the Delrose Holt Championship dirt Car,
at the Hoosier Hundred.



You can't get more hooked up than Bobby Unser is here, at the Terre Haute Action Track! Check those narrow tires, and how he's looking up the track. No panic, checking things out.



Tim Richmond ready to race at Salem in 1978. We don't often associate Tim with sprint car racing, but 1978 saw him win USAC's Rookie of The Year. He carried a lot of baggage, as we found out later, but he did have talent behind the wheel of a race car.



Don Branson,
ready to push off
at Dayton in Mari
Hulman's HOW
Special. March,
1957



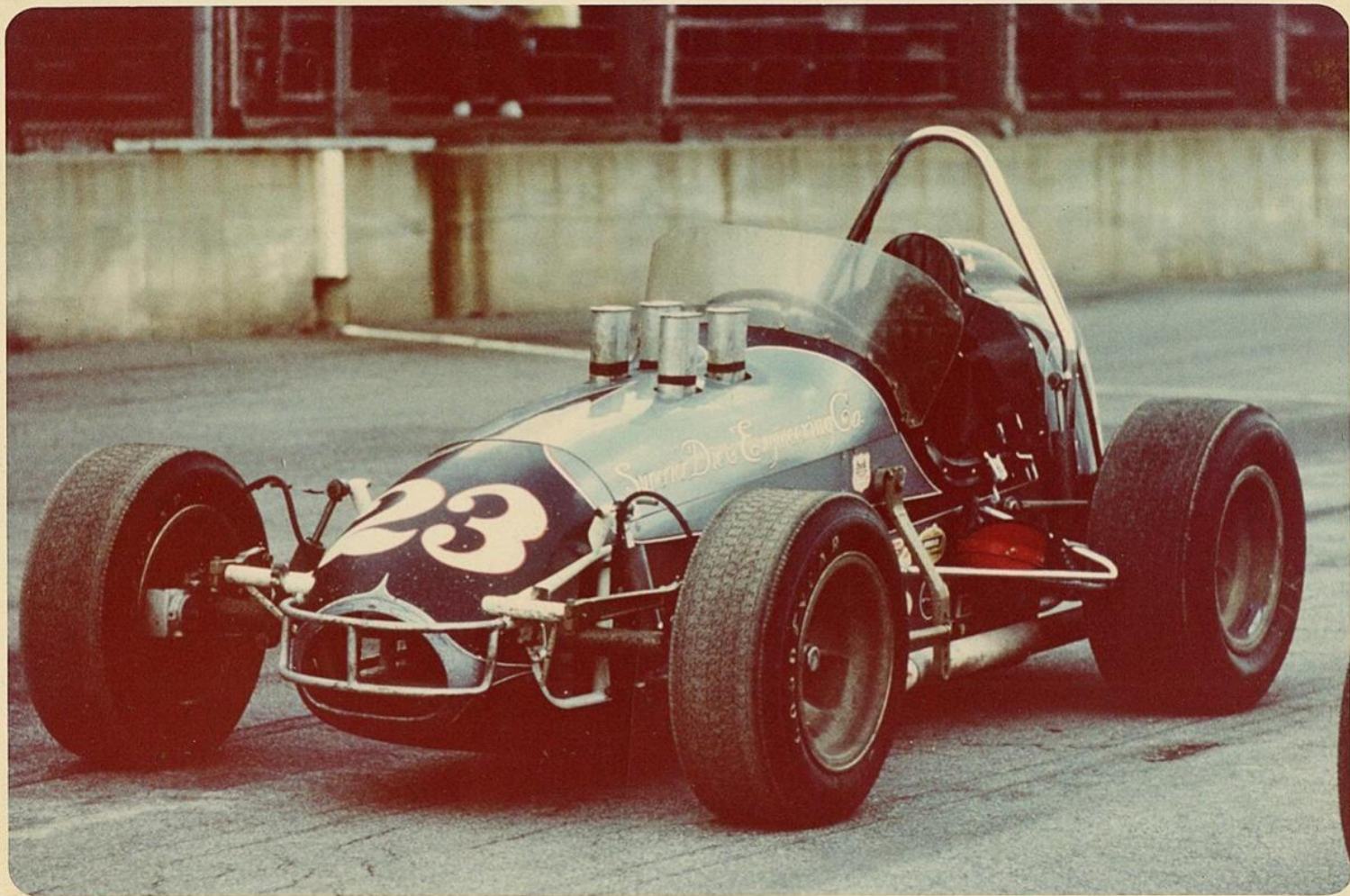
Mario Andretti...Jersey Speed & Marine Offy Midget.



Mario Andretti
Golden State 100 1970



1968 - Roger McClusky's
#8 "USAC Dirt Champ" -
Golden State 100, State
Fairgrounds, Sacramento,
Ca.



A great shot
of a classic
sprint car
before
wings.



USAC at Reading 1978.

